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**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES**

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American Railroad Journal.

New York, Saturday, October 25, 1873.

Notable Features of the Fair.

The Annual Fair of the American Institute is now well under way, and we advise all who have not yet paid it a visit to take an early opportunity of doing so. We have already been in several times, and our interest and enjoyment seem to increase with each succeeding visit.

In many respects, the exhibition this year is somewhat different from its predecessors. There is not so full a display of agricultural products of the various kinds, as we have seen in former years; but, in improved farming implements, in specimen works of art, in textile fabrics, and the various hand and power manufactures, it is believed the present display has not been excelled.

But in the brief space which we are able to devote to this subject, our object is mainly to take notice of a few of the more important articles or improvements applicable to railroads, mining, and steam engineering generally.

For tunnelling, or any manner of work presenting rocky obstructions, we find exhibited a very superior specimen of Rock Drill that works either horizontally, vertically, or any intermediate incline or angle, that may be desired. The Drill shaft is driven by compressed air power, and is

forced into the solid gray, iron rock at a most marvellously rapid rate.

STONE BREAKER AND CRUSHER.

We observe that there is on exhibition again this year a sample of Blake's Stone Breaking Machine. If we are not mistaken, the first device of this sort ever invented and put to practical use was brought out by Mr. Blake. The strong iron jaws of this machine crack to pieces the hardest stones, as easily as a schoolboy chews up sugar plums. We observe the proprietor offers a large reward to any person who will produce a piece of rock or a stone that this apparatus will not immediately break into fragments.

PATENT AXLE BOX.

A most important item in railroad equipment is the new and improved axle-box, shown here, and which seems to be capable of working equally well with either water or oil as a lubricator. The box is easily cleaned and refilled without disturbing the car; is very simple, and yet very effective and durable, and can be made in any desired form, and applied to all styles or sizes of axle. It is also well adapted for use in factories, mills, on steamships, etc. We believe this invention has been very fully tested by actual use for several years, and hence we must conclude that the inventor's theories have now passed into the domain of practical realities.

PERRY'S CENTRIFUGAL PUMP.

Or, as we should style it, if we had the christening of it, "Perry's Patent Niagara," seems to possess the power of displacing more water in a shorter time, than any other pump we ever saw. Apparently, there is no limit to the volume of water this machine is capable of throwing.

ROYCE'S AIR COMPRESSOR.

The principle of creating or transmitting power by means of compressed air, is now undergoing practical demonstration. Under the intelligent guidance of Mr. Horace H. Day, the invention referred to, is being applied to a variety of industrial purposes. Indeed, from what has already been accomplished, we would not be surprised to see this mode of obtaining power, invade the dominion of steam, and become specially valuable for a variety of uses where steam is not so well adapted and cannot compete.

At the Fair, compressed air power may every day be seen at work driving pumps, rotary and other engines, besides working the Rock Drill above referred. We shall watch and note the development of this new element of power, with a great deal of interest.

CIRCULAR SAW MILL, KEY'S PATENT.

F. C. Candee & Co., of 67 Liberty street, have on exhibition a full sized Saw-mill, doing its regular work right along, ripping up logs of any length into boards of any degree of thickness, bevelled or straight, with most marvellous precision and speed. We should suppose nothing less than 75,000 feet of boards would be a day's work for this machine, and being almost automatic in its various motions, requires only trifling attendance.

It runs the saw through the log or timber with surprising velocity, throws it quickly back, side-wise or at an angle with equal facility, and in fact handles a big tree much after the manner those fabled giants used them for walking sticks, as we used to read wonderingly in our boyhood days.

Really, we look upon this improvement in saw-mills as one of the first importance to the lumbering interest everywhere, and those interested Western friends of ours, cannot we think do better than turn their attention in the direction here indicated.

THAT ROTARY.

Continuing our search after useful information, in the interest more especially now, of steam engineering, our ready ears are presently greeted by a slight whizzing sort of sound faintly resembling that produced by the passage through the air of those pleasant little Minnie balls, during our late war. Looking around we find ourselves in the main passage of Department 6, standing just beside a little affair, in size and shape somewhat resembling a big California pear, and fastened to a pillar of the building. Is this a joke, or what it is? Ah! no reader, it is designed, as we verily believe, to be one of the most useful, practical realities of the Fair.

It is a Rotary Steam Engine, on an entirely new principle; and they all say it is the *no plus ultra* of all efforts to utilize steam economically. The buzzing sound referred to, is caused by the fly-

wheel cutting the air, in its unnumbered thousands of revolutions per minute—how many, indeed, no man can begin to count. This little machine is operated solely by compressed air furnished by Mr. Day's Air Compressor just opposite. This working model, only a trifle larger than one's fist, possesses, it is said, fully one horse power.

This engine evidently combines the minimum of friction, with the maximum of simplicity, compactness, power, economy of operation, durability and construction. Indeed, the parts are so few and simple, that the whole thing can be built, we are assured, for about one-half the cost of any other of equal power, and is adapted to all uses where steam power is required.

A card attached bears the name of Edward Myers, C. E., late of London, now residing at American Hotel, Jersey City, as Patentee, and we are not surprised to learn that several orders are taken every evening, for large sized working engines for different uses.

In closing this hasty sketch, we may be permitted to add, that gentlemen who control the valuable inventions we have here specified, and the thousand others our space prevents naming at this time, will assuredly promote their own interests greatly, by making known through our columns to its numerous readers, (nearly every one a consumer) the merits and chief features of their several articles and improvements.

Northern Pacific Railroad.

The Minneapolis Tribune of October 17th has the following regarding the Northern Pacific Railroad:

The General Manager, C. W. Mead, of the Northern Pacific Railroad, was in the city yesterday, and in the course of a conversation, he stated that it is proposed by the management to operate the road as far as Jamestown this winter, certainly, as the road is supplied with snow fences, etc., to that point. If the winter is not a severe one the trains will run to Bismark; but if it is at all hard, they will be discontinued. Jamestown is about one hundred miles west of Fargo. Work on the road is to be begun and prosecuted with vigor in the spring. General Cass has appointed the following gentlemen as Commissioners to examine and report upon the condition of the road: A. C. Sands, of Cincinnati; George W. Steele, of Painesville, Ohio, and General W. G. Leduc, of Hastings. These gentlemen will start from St. Paul this forenoon in a special car, and with Mr. Mead, will go over the road. Their report will be looked for with interest.

The Steam Canal Boat Trial.

In reference to the trial of the canal steamboats competing for the \$100,000 State prize in New York, the Evening Post says:

The trial of the steam canal boats has shown that none of them come up to the requirements. It is probable that the C. C. Pope comes nearer to the requirement of the law than any other, although its entire average speed falls considerably short of three miles per hour, and the amount of coal consumed is about five hundred pounds more than that used by the Baxter. The commissioners have decided to hold a meeting to consult informally over the result of the trial in Syracuse next Tuesday. No formal report will then be made, but the data gained by the several members will be compared and collated with reference to a full report to be presented to the Legislature this winter.

The Syracuse Journal gives the following conclusions, drawn from remarks made by several of the commissioners:

First.—That it is quite impossible to invent any machinery that will propel a boat carrying two hundred tons at a less cost than when moved by horse power, with the present dimensions of the canal.

Second.—That boats as now constructed are too large for the capacity of the canal, there progress being retarded by natural and well-known laws relating to space for the displacement of water.

Third.—That as the law requires that inventions shall be of a character making them practical for superseding horse power, an award is not likely to follow the test.

Fourth.—The law requires a speed of at least three miles an hour, as none of the boats made that time, an award cannot be legally made.

Toledo, Wabash and Western Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers.....	\$1,228,193 41	\$1,182,764 60
" freight.....	4,027,722 93	4,311,970 28
" mails.....	84,200 04	105,809 73
" express.....	97,652 12	94,664 64
" miscellaneous.....	298,897 41	363,768 40

\$5,736,665 91 \$6,008,977 65

The expenses of 1872 were:

Conducting transp.....	\$1,156,917 13
Motive power and cars.....	1,597,812 28
Repairs of roadway and structures.....	625,308 36
Renewals of roadway and structures.....	777,078 93
Renewals of equipment.....	4,115 70
General expenses.....	69,126 85
Taxes.....	101,641 36
Insurance, 1872.....	38,248 07

4,365,143 62

Net earnings, 1872.....\$1,643,834 02

Balance from previous year.....1,022,462 71

Proceeds of sale of elevators.....260,000 00

Bonds Gt. Western Railway, 1859,

sold.....16,000 00

Total.....\$2,932,296 74

Thus accounted for—

Construction and improvement, road-

way and structures.....\$519,380 91

Construction and improvement,

equipment.....7,849 85

Profit and loss.....86,644 28

Insurance of 1871, not classed in

expense account for that year....15,652 31

Interest account.....1,356,660 88

Balance income account, 1872.....996,208 51

Total, as above.....\$2,932,296 74

Compared with the previous year the gross

earnings of 1872 show an increase of \$272,311 74,

with an increase in expenses of \$588,315 69, mak-

ing a decrease in net earnings of \$316,003 95.

The receipts from all sources, and total dis-

bursments in 1872, were as follows:

RECEIPTS.

Gross revenue.....\$6,008,977 65

Proceeds of sale of elevators.....250,000 00

Bonds of Gt. Western Railway, 1859,

sold.....16,000 00

Decrease in wood and supplies.....44,450 92

Lake Shore and Michigan Southern

Railway.....10,838 41

Snell, Taylor and Co.....8,041 87

Cin., Ind. and Lafayette R. R.....10,634 41

Railroads and Individuals.....4,961 19

Hannibal Bridge Co.....18,870 94

Wabash Equipment Co.....179,125 00

U. S. Post-office department.....467 00

Cash.....371,251 96

Total.....\$6,923,159 45

DISBURSMENTS.

Operating expenses and renewals.....	\$4,365,143 62
Equipment, etc.....	7,849 85
Construction and improvements.....	519,380 91
Assets for the year.....	\$626,220 10
Less liabilities.....	384,761 31

241,458 79

Interest—less unpaid coupons.....1,339,508 96

Interest coupons previous year paid.....9,544 00

Bills payable of 1871 paid.....6,018 00

Over-draft of 1871 at Toledo paid.....121,599 42

Interest account, leased lines—less

surplus earnings & unpaid coupons.....176,534 10

Interest account Hannibal bridge—

less surplus earnings.....64,912 79

Keokuk bridge—deficiency of earn-

ings.....15,889 00

Bloomington telegraph line.....3,023 42

Profit and loss.....86,644 28

Insurance for 1871—not included

in expense of that year.....15,652 31

Total, as above.....\$6,923,159 45

The number of miles of railway owned by this

company, and whose operations are included in

this report, are—

miles.

Main line in Ohio.....75.5

Main line in Indiana.....166.1

Main line in Illinois.....110.5

Main line, Camp Point to Quincy, (leased).....21.5

473.6

Keokuk branch.....41.5

St. Louis branch.....109.0

Naples branch.....4.0

154.5

628.1

The leased lines are operated separate and dis-

inct from the road owned, and their accounts

are not embraced in any of the statements and re-

ports of this company. Including these, the total

miles operated, owned and leased amount to

934.2. They are as follows:

Miles.

Lafayette, Ind., to Bloomington, Ill.....116.7

Pekin and Decatur.....67.2

Hannibal and Naples (including Pittsfield

branch).....52.0

Hannibal and Moberly (in Missouri).....70.2

Total length of leased lines.....306.1

The company has added to its equipment dur-

ing the year 7 locomotives, 14 baggage and pas-

senger cars and 998 freight cars; leaving at the

close of the year, 189 locomotives, 102 passenger,

mail and baggage cars, and 4,294 freight cars of

all classes. The report says:

The freight earnings of the road show an in-

crease of \$284,247 35; over 1871. This increase

has been realized under peculiarly adverse cir-

cumstances, and but very inadequately represents

the extent of the actual revenues that could have

been realized had our Eastern connections fur-

nished the requisite facilities for receiving and

forwarding the freight with reasonable prompti-

tude.

For five months of the year, and during the sur-

pension of water communication, our freight

traffic was subjected to a blockade at Toledo,

continuous and unexampled, and which proved

disastrous to shippers and paralyzing to all the

business operations of the road.

During nearly all this period the daily average

demand was equal to about three hundred cars,

and toward this demand our eastern connections

were only able to furnish a daily average of less

than 90 cars. Under such crippling disabilities

the storage capacity at Toledo, soon became ex-

hausted, and the larger portion of our car equip-

ment was employed for no better or more availa-

ble purpose than as warehouses, thereby wholly

and effectually depriving the road of the means of realizing the advantages of the vast volume of business pressing at every station.

As a safe guard and protection against a future repetition of such disastrous experience, we look forward with encouragement to the opening into Toledo, during the approaching summer, of two additional lines of railway to eastern markets.

Another cause, that has depressed the freight earnings, has been the unprecedentedly low rates that prevailed during the summer months at all competing points, and which, to a considerable degree, prevented the maintenance of remunerative rates at local stations.

It is to be hoped that this senseless and ruinous competition, to which may be legitimately traced much of the prevalent animosity and bitterness against railway management existing in the west, will give place to a policy founded upon co-operation and mutual confidence, and such as shall ensure to the advantage of all roads, and commend itself to the business public.

Repairs of track and renewals of worn out iron and ties were made on a large scale. During the year, 3,310 tons of new steel rails, and 8,774 tons of re-rolled iron were laid.

The masonry of the new iron bridges over the Maumee river, at Defiance, and Wild Cat river east of Lafayette, was, to a great extent, rebuilt. Several of the piers at the Wabash River Bridge at Attica, were also partially rebuilt. A substantial Howe Truss Bridge of 120 feet span, was built over the crossing of the Cincinnati, Wabash and Michigan Railroad, two miles east of Wabash Station.

Owing to continuous drouth for the past three years, the water supply of the road generally failed, particularly through Illinois, and rendered necessary a large outlay for additional wells, tanks, pumping apparatus, &c., amounting in the aggregate to \$55,969 09.

BALANCE SHEET, December 31, 1872.

Road bed and equipment.....	\$33,699,000 00
Griswold, White & Worden, trustees.....	5,000 00
Redemption fund G. W. 10s.....	3,040 00
Consolidated sinking fund bonds.....	75,000 00
Illinois & Mississippi Telegraph Co. Stock.....	11,950 00
Jacksonville Depot Co. Stock.....	4,206 85
Quincy R. R. Bridge Co. stock.....	3,900 00
Great Western Despatch Co. stock.....	6,000 00
J. E. Carpenter, paymaster.....	5,411 56
Supplies on hand.....	190,948 32
Wood.....	44,135 15
Ties.....	21,137 85
Due from other companies.....	45,016 57
Interest account leased lines.....	282,412 65
" Hannibal Bridge.....	82,025 00
Red Line Transit Co.....	2,075 03
U. S. Post Office Department.....	22,213 55
Keokuk Bridge.....	15,889 00
Quincy and Palmyra R. R.....	22,223 95
Pekin Telegraph Line.....	1,006 19
Pullman Palace Car Co.....	13,973 32
Hannibal & Central Missouri R. R.....	70,833 21
Hannibal and Naples R. R.....	82,070 52
Decatur and State Line Survey.....	3,876 88
Sundry small accounts.....	2,098 41
Uncollected earnings.....	41,772 17
Attica and State Line Survey.....	20 40
Hannibal and St. Joe, R. R.....	419 02
South Shore Line.....	800 00
Buffalo and Erie R. W. Co.....	567 05
La Fayette, Muncie and B. R. R. (A. Earl & Co. Contractors).....	7,344 24
Bloomington and Ohio River R. R.....	1,832 22
Chicago and Paducah R. R.....	265 00
Bloomington Telegraph Line.....	8,023 42
Cincinnati, La Fayette and C. R. R.....	4,680 85
La Fayette, Bloomington and Mississippi Railway.....	17,424 26
Toledo and Canada Southern R. R.....	424 44
Canada Southern R. R.....	27 50
Cash.....	883,995 28

\$35,179,043 51

Balance income account.....	\$996,208 51
General Stock.....	15,000,000 00
Preferred Stock.....	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co.....	900,000 00
First mortgage bonds, Lake Erie, Wabash and St. Louis R. R. Co.....	2,500,000 00
First mortgage bonds, Gt. Western R. R. Co. (West of Decatur).....	4,000 00
First mortgage bonds Gt. Western R. R. Co. of 1859.....	2,500,000 00
First mortgage bonds, Quincy and Toledo R. R. Co.....	500,000 00
First mortgage bonds, Illinois and Southern Iowa R. R. Co.....	800,000 00
First mortgage bonds, Decatur and East St. Louis R. R. Co.....	2,700,000 00
Second mortgage bonds, Toledo and Wabash R. W. Co.....	1,000,000 00
Second mortgage bonds, Wabash and Western R. W. Co.....	1,500,000 00
Second mortgage bonds, Gt. Western R. R. Co. of 1859.....	2,500,000 00
Equipment bonds, Toledo and Wabash R. W. Co.....	600,000 00
Consol. sinking fund bonds, T. W. and W. R. W. Co.....	2,700,000 00
Coupons.....	45,313 21
Bills payable.....	59,552 00
Hannibal Bridge.....	18,112 21
Pekin, Lincoln and D. R. R.....	4,293 22
La Fayette, M. and B. R. R.....	21,726 05
Pekin R. R. and Const. Co.....	7,000 00
New York Office.....	39,880 98
Vouchers payable.....	283,007 33

\$35,179,043 51

The company commences the year with available assets amounting in the aggregate to.....\$334,285 29

From which should be deducted—	
Coupons outstanding.....	\$45,313 21
Bills payable.....	54,923 00
Pekin R. R. and C. Co.....	7,000 00
Cash due in New York.....	39,880 98
Vouchers payable.....	283,007 33

430,074 52

Available assets for the year.....\$404,210 77

President.—AZARIAH BOODY.
Asst. President.—J. N. DRUMMOND.
Vice President.—A. ANDERSON.

Directors.—Azariah Boody, A. M. White, Isaac H. Knox, A. B. Baylis, Augustus Schell, Horace F. Clark, Daniel Draw, Kenyon Cox, Sydney Dillon, Milton Courtwright, John Ross, John E. Tracy, David Dows, New York; George Cegil, Logansport, Ind.; J. S. Casement, Painesville, O.

Secretary and Treasurer.—WM. B. CORMEAU.
Gen'l Superintendent, GEORGE H. BURROWS.

Swampscott Branch Railroad.

On the first of December last Mr. George W. Cram commenced the construction of a spur of the Eastern Railroad, extending from Swampscott to Marblehead, a distance of about four miles, and yesterday the road, which will be hereafter known as the Swampscott Branch Railroad, was opened to public travel. It is now thirty-four years since the Eastern Railroad Company, in response to the urgent demands of the then isolated fishing village of Marblehead, with its daring men, its frugal women, descendants of the early settlers who came from the Islands of Jersey and Guernsey in the English Channel, and withal its crooked streets, winding among the rocks, opened a branch line from Salem and brought this energetic community into closer relations with the city of which they had formed a part. As the town grew in population, business and influence, efforts were made to obtain a more direct line of communication with Boston, and in 1865 the General Court granted a charter to John F. Harris, Thomas Brown, Jonathan H. Orne and their associates, under the name of the "Marblehead and Lynn Railroad Company." Nothing was done in

the matter until 1867, when, under authority of the Legislature, the town of Marblehead voted to aid the new road to the amount of \$50,000. The enterprise still dragged, and it was not until certain property owners and capitalists, combining to make the sea shore of Swampscott, Phillips Beach and Marblehead Neck available as places of summer resort, that the road was located and the charter made over to the Eastern Railroad. This corporation has furnished the capital and built the road, under conditions which are no doubt satisfactory to the owners of building sites along the line, and to the people of Marblehead, whose interests will be largely subserved by the shortening of the route to Boston.

The new road leaves the trunk line a few feet east of the Swampscott station, and runs by a single track through a small ledge of rock west of Great Annisquam, over a trestle bridge 700 feet long and 35 feet high, through a rough and rocky section to Phillips station, one and a half miles from Swampscott. Half a mile beyond is situated the Clifton House station, and half a mile beyond this point the Beach Bluffs station has been established. At each of these stations the depot buildings are in process of erection, and ample land for the use of the road has been secured. Just before entering upon the track of the old Marblehead branch the tracks form a triangle, where a single pole and switch-tender's house have been erected. The new line will shorten the distance between Marblehead and Boston by about three miles, and while the old line between Salem and Marblehead will still be operated, the citizens of the latter place will no longer be compelled to wait for Boston bound trains and change cars at Salem. The cost of the road will probably amount to \$200,000, and it is expected to be a summer highway for pleasure travel for those who have residences on the line of the Swampscott shore, while it is sure to prove an invaluable aid to the fishing interests of Marblehead.—*Boston Journal, Oct. 21.*

Chicago and Northwestern Railway.

The directors of the Chicago and Northwestern Railway, in concluding their report for the year ending May 31, 1873, published in our last issue, say:

Already the indications of increased business, which could only compensate for the large expenditures of capital for the last three years, are encouraging. Since the close of the fiscal year embraced in this report, the returns show a gain of more than 52 per cent for the month of June in the earnings of the Winona and St. Peter, La Crosse, Trempealeau and Prescott, and Iowa Midland roads.

Independent of these, the earnings of the Chicago and North Western for the month of June, 1873, were \$1,309,578 57 Against June, 1872.....1,070,469 86

Or a gain of.....\$239,118 71

Equal to 22.34 per cent.

For July, the earnings were.....\$1,240,987 76

Against July, 1872.....1,029,957 73

Being a gain of.....\$211,030 03

Equal to 20 1/2 per cent.

The earnings of the Missouri, Kansas and Texas Railroad for the six months ending July 31, 1873, were \$1,755,782 20, the expenses \$935,714 64, and the net earnings \$820,017 56. Proportion of operating expenses to gross earnings, 53.29 per cent. Number of miles in operation, 785.

Hon. Oden Bowie has been unanimously elected President of the Baltimore City Passenger Railway Company in place of Henry Tyson, who resigned to assume the Vice-Presidency of the Erie Railway Company.

[From the New Haven Union.]
Cheap Transportation.

Our old friend Horace H. Day, one of the most industrious, public spirited and intelligent citizens of this country, appeared before the Senate special committee on Cheap Transportation, at the Fifth Avenue Hotel, New York, last week, and gave his views of the International Policy proposed, touching the whole question, and also explained in detail his own plans for overcoming the great barrier at Niagara Falls.

Mr. Day has in the past almost impoverished himself in herculean efforts to open cheap water communication between the great west and the sea, in the northern route, and we remember years ago, to have heard sneers at his folly, from the thoughtless, while to-day the whole nation is exercised upon this question, as the great problem for the American people, necessary to the prosperity of all parts of the country, if not to the very life of the republic itself. This clear perception, followed by large outlays, (not less than one hundred thousand dollars, we have heard him say) proves his sagacity, not less than his devotion to the public good.

It will not escape notice that Mr. Day offers to insure the building of the Niagara ship canal, if the Government will donate to this company four millions of dollars, and agrees to complete the whole in two years, and if required sell the canal to the Government, any time within ten years for four millions more. Thus, for eight millions this Government can open up and possess this great water route, which is a mere bagatelle, when the advantages to be gained are considered. One month's saving from its construction would pay back to the people the whole amount. The completion of the Niagara ship canal would be worth five times the amount of its cost to New England alone, every year. We copy here from a report of his remarks before the senatorial committee, and invite special attention to the views presented. Mr. Day said:

It is known to this committee that I have for a long time identified myself with efforts to promote the Niagara Ship Canal, and I may say have in various ways expended more time and money than perhaps any other person in the country. I have long foreseen that there was no other way by which to meet the just demands of both East and West, and entirely agree with our present Chief Magistrate, whose repeated recommendations in respect to this and other great ways will stand the test of time, and if he can carry them through during his present term place the nation under even greater obligations for arresting greater calamities than was in the contest which overthrew Southern slavery. It is settled beyond all manner of doubt that water conveyances are the cheapest. All else has been tried in vain. The war drew the country together, but to-day sectional interests are again rising, and placing the nation in far greater danger than it was from the old systems and institution of the South. Monopolies and anachronisms are the same; while the latter was confined to family and blood, the former is a wider spread power, and far more to be feared. It may be regarded as contagious; building up hatred, engendering malice and spite, which has already, and will more effectually resort to political strategy, to build up and extend its blighting influence far and wide, bearing down, depressing and impoverishing one part of the country, while it fosters and protects, through its injustice, another; shutting out man from his fellow man, turning back the rushing tide of God's great ocean of commerce, placing the iron hand of injustice on the mouths of the poor, and robbing the labor-

er of his hard-earned bread, compelling idleness to revel in the waste which monopoly creates, and obstinacy and tyranny hold, for the selfishness of the few who close the "rings" and make the "corners" upon and in which the nation's best interests are sacrificed, *ad libitum*, as they our lords and masters will. All else had been tried. Cotton was not and could not be king, and usurp the power in one-half the nation; sugar, rice and tobacco claimed their part and portion in the channels of commerce, and all found a place and a way to reach us. Then came the louder call from all the world for bread, for corn and other food products, and what was the answer?

The politicians and monopolists saw that all the world must have what they asked for, and their opportunity was in the demand for bread. How have these monopolists and politicians expressed themselves? Their late actions and the result certainly speak plainer than I can. Credit Mobilier, and numerous others—lessers in the single, yet greater in the aggregate—certainly speaks for itself. All of these things, although passed away, have become the landmarks and foundation to enable us to make a more certain cord to bind us together as a nation—humane, wise and just, and, necessarily, prosperous. These great water-ways, to make cheap transportation sure, beyond the power of avarice to control, point the only safe way. At least three great avenues from the sea to the Mississippi valley should be undertaken now—one through the northern lakes, the St. Lawrence and Champlain to New York, one through Virginia, and one still further south.

The double track railroad, to be built and owned by the Government, and used by all who might wish to run their cars upon it would, of course be desirable, but ten such roads would fail of one great object—a steady foreign market for our surplus products. If this nation relies upon any kind of railroad, Canada, with British capital will perform the service cheaper by water through the St. Lawrence and Montreal, and to compete with this route, and keep the trade in the United States we will, after all, as I have said, be compelled to resort to the cheap water transportation. There is no shadow of a doubt of it in my mind. Looking to the absolute necessity of the Niagara Ship Canal, I have studied how to cheapen the cost of the structure, and shorten the time, and have arrived at a perfect system by which a ship of 1,200 tons can pass from navigable water above the falls to navigable water at Lewiston below the falls, within one hour, allowing fifteen minutes at the elevator, where one vessel would pass each way in the same time and by one operation.

By the aid of compressed air the entire work of excavation of the rocky bed of the canal on the line of the government survey, and by the shortest route, can be accomplished with great saving, as the falling water of the Niagara itself will furnish all the power to do the work, and if the United States is willing to donate \$4,000,000 to a private company, I can furnish satisfactory assurance that a canal and elevator, capable of passing not less than fifty vessels of 1,200 tons' carrying capacity, each way, every twenty-four hours, can be completed in two years, and delivered to the government by the owners any time, within ten years, at less than \$8,000,000. The elevator capacity can be increased at will to any desirable extent, even to passing 200,000 tons of merchandise a day, if so much should be required.

In order that it may be said that Mr. Day is not alone in his views, we reproduce some extracts from the remarks of Mr. E. H. Walker, statistician of the New York Produce Exchange, given before the same committee. Mr. Walker said:

There are two prominent competing routes in the future—one through the city of New York by the Erie canal, and the other by the St. Lawrence canal, and the city of New York must be prepared to meet the competition of the St. Lawrence route. The rate of freight now by that route is 10 cents a bushel from Chicago to Montreal, and when they come to have 1,200 ton ships, instead

of the present class, they will reduce the cost below that, and the advantages of that route are as good as the other, including insurance.

Q. You assume that by the improved Welland canal and the St. Lawrence canal it will be carried below 10 cents? Yes.

Q. What is the relative value of the wheat shipped by water and by rail? A. I do not know that there is any difference; it brings the same price.

Q. I have seen a statement that there was 2 or 3 cents difference? A. There is sometimes on corn, and that grows out of the fact that the producer in the West garners his corn in open cribs, and shells it out full of moisture, and then when it is shipped in large bodies it is not always as good as when shipped in small parcels. Corn dried by this process in Chicago will bring as much or more by weight; there will be a diminution, sometimes, of two, three, four, or five pounds in a bushel, and there will also be a diminution in the measure, but not so great as in the weight. If the corn is in good condition it will be drying, done properly; but some of the dryers burn the corn.

Q. What is the object of drying the corn if it is in good condition? A. To prevent its being damaged.

Q. What is the cost of the drying process? A. I don't know what it is now. It used to be as high as 10 cents a bushel. I think now it is about 2 cents a bushel.

Q. Will you speak of the terminal facilities here, or will some other gentleman? A. I think probably some other gentleman had better tell you of those.

Q. Does the drying process injure the germinative properties of corn? A. If the heat is too great it does.

Q. Can you state anything more of interest? A. I can state in general terms this, that I look on this question of transportation as being the great problem now and for the remaining portion of this century. We are moving by all routes, north of the Ohio, of through freight about 33,000,000 tons per year, of which about 13,000,000 tons is properly through business. The rail rate from Chicago on fourth class freight, and from other terminal points of the west of like distance from New York, about \$9 per ton; that is at the rate of 9 mills and a fraction per ton per mile.

The water rate for the last six years from Chicago to New York has been \$7 and some cents for corn per ton and a fraction over \$8 for wheat, and that is owing to the difference in the rate of toll. The rate by rail cannot be furnished cheaper than \$9 per ton. If all the freight of the railway is carried at that rate; if the Central road should carry all its freight at three-fourths of a cent per ton per mile of its mileage of 1872 it could neither pay interest nor dividends. If it should carry all its freight at the rate of 12 cents a bushel for wheat, which is nine mills and a fraction per ton per mile, it could pay its interest and have about \$200,000 to pay \$8,000,000 of dividends with; so that practically unless there can be some means devised by which railroads can carry cheaper the people cannot get the relief they seek in the far West by rail routes. The lake route with large class vessels of say 2,000 tons capacity can be reduced to twelve shillings (\$1.50) per ton from Chicago to Buffalo, and take the entire route through by water it can by proper appliances be reduced to \$3. But in any event that rail will divide the business with the water lines. One-ninth of the tonnage of the railways is live stock and its products, and this is nearly one-sixth of the Eastern movement; and there are a large class of other commodities that will come by rail in any event. The lighter commodities will always come by rail, but the heavier classes will come by water. This business, which is now 13,000,000 of tons, before the end of the century will probably be swelled to 50,000,000 of tons. The population of the country from 1790 to 1880 has increased in the ratio of 3 per cent. During the war there was falling off of emigration, but computing it at the same ratio of increase, taking the population of 1870 as a basis, the population at the end of

the century will be 98,000,000, and in 1903 it will be 100,000,000. The production will be increased in a larger proportion than the population, so that the question to be considered for the next thirty years is the transportation of the production of 50,000,000 of people and the consumption of 50,000,000 more. New England and the Middle States take more grain than all our foreign exports. The grain is in the West, and the live stock nearly all of it must come where there is cheap corn and forage. Arrangements are being made for cargoes of animals through from Texas, and large quantities are being now brought from there all by rail. People are paying now by rail and water for the transportation of persons and property about \$1,000,000 000 a year, and with the increase of population and the extension of railways and the wants of consumers and producers, beyond the end of the century that will be swelled to \$2,500,000,000 a year, so that in the matter of dollars and cents the question assumes a greater magnitude than almost any other question that can come before the people. The remedy will be to cheapen water routes and in the extension of the railway system. The Central Railroad is now doubling its track; the Erie will be compelled to double its track as well as the Pennsylvania Central and Ohio. Another new road is projected, and we shall probably have six double-track railways within a very short period of time. That will give some relief in the item of cost. But we need the whole of them to move the business of the country, and we can hardly multiply them fast enough. Now in the far West it needs the product of three acres to transport one to market, and that is very oppressive to the producer and it makes the consumer in the East pay more for his bread. We are bringing into this State 45,000,000 bushels of grain more than we grow, and New England takes a larger amount. All of the New England States and Middle States take more grain than our entire foreign exports of the growth of the West. The canals, since 1837, have transported over \$7,000,000,000 of personal property, and they have produced a revenue sufficient to pay for this without costing the people a mill. Under the constitution of 1846 provision was made to take \$550,000 out of the canal revenues, and if those contributions from 1846 be taken up and the interest computed on them from the time they were taken, and the taxes on the amount be taken at the time they were imposed for canal purposes and interest computed on this, it will be found that the contributions with interest exceed the taxation with interest. So that the people of this State have had \$7,000,000,000 of trade since 1837, from a canal system 900 miles in length that has paid for itself without costing them a dollar. The canal tonnage of this State for the last twenty-three years is more than double the entire foreign tonnage of all vessels entering the port of New York from foreign countries in American and foreign vessels, and it is two-thirds of the entire tonnage of all foreign vessels from all foreign countries entering all of the United States ports. The value of the commerce of the canals during the last twelve years is \$870,000,000 more than the entire foreign exports of New York, so that when the question of competition comes up with the city of New York—the question of the diversion of this trade—why, the people of this city must be prepared to meet that competition, and if they hope to hold that trade they must adopt some policy, either by the improvement of railway communication or by cheaper water communication to accomplish the result. There will be greater facilities here in New York for the transfer of grain than there is now. I was shown, a few days since, a plan of an elevator with a capacity of over 1,000,000 bushels, which is to be built by a railroad coming into New York, and you may be sure that if one road builds such an elevator the others will have to. The present price of transfer from car to vessel is about 2½ cents per bushel; from boat to vessel it is about 1½ cents. It should be no more than ½ cent, and grain will doubtless be transferred for that sum. The necessities of the case are such that there

must be a revolution shortly, in the manner of receiving or transferring freight. The railways during the summer season carry as cheap as they can afford to; their competition makes them do that. The price now on the canal is about two mills and a fraction per bushel per mile from Chicago to New York. It can be reduced with the enlargements, to a little over one mill.

Vermont and Canada Railroad.

At the annual meeting of the stockholders of the Vermont and Canada Railroad Company, held at White River Junction, Vt., on the 16th inst., the following gentlemen were elected directors: Bradley Barlow of St. Albans, Francis A. Brooks of Boston, J. N. A. Griswold of Newport, R. I., Romeo H. Hoyt of St. Albans, James R. Nichols of Haverhill, Mass., Edward A. Sowles of St. Albans, and Samuel Wells of Boston. There were votes representing 13,902 shares cast, all being for the Board which was chosen, except 45, being nearly a unanimous ballot.

Mr. Ellis introduced the following preamble and resolution which, after some discussion, was adopted:

Whereas, It has recently come to the knowledge of the stockholders of the Vermont and Canada Railroad Company that certain votes heretofore passed by the directors of this company have been passed, or procured to be passed, by the same persons, who were at the same time members of the Board of Recivers and Managers, and that said persons have hereby used their office as directors to enable them to carry out their plans or purposes to the detriment of the stockholders of this company, therefore

Resolved, That this company is not bound by any such acts or votes.

Mr. Todd, of Newburyport, offered the following resolution, which was also carried by a large majority:

Resolved, That the Directors be instructed to decline in future any proposals to guarantee the bonds of other roads or to sanction any leases whose rents are to be paid out of the earnings of the Vermont and Canada earnings, and if such guarantee or sanction has been given in the past by the Directors or a small minority of the stockholders, it was a sacrifice of the rights and interests of the road, and any Director shall use every proper means to withdraw from such guarantee or lease.

Mr. Nichols presented a resolution, which was passed, thanking the retiring Directors, Dr. J. R. Nichols and William Mixer of Boston, for their efficient services during the past year, after which the meeting adjourned.

The Steam Canal Boat Trial.

The result of the experiments in steam canal-boat navigation, as tested by the time made and coal consumed by the competing boats between Syracuse and Utica, being unsatisfactory to some of the contestants, a supplementary trial was determined on.

Accordingly Messrs. Geddes, Greene and Chapman took possession of the Baxter at 7.50 P. M. Thursday night at Utica. The Baxter's wheel commenced revolving in the weigh lock at 6.50 P. M. and at 7.10 yesterday morning she was at St. Johnsville, a distance of thirty-four miles. Engineer Greene took off his coat and saw to the coal business himself, remaining in the engine room all night. She was detained forty-nine minutes by boats and darkness and one hour in passing locks, which leaves her net running time ten hours and thirty-one minutes. She made three miles an hour and had six minutes to spare. She consumed for this thirty-four miles only 617 pounds of coal, which gives a fraction over eighteen pounds to the mile. As she was standing still nearly two hours, when she lost fuel, which however is included in the above result,

showing beyond a shadow of doubt that the Baxter's account of herself between Syracuse and Utica had been correctly kept. Messrs. Geddes, Chapman and Greene are perfectly satisfied that the Baxter's record is a clean one.

The charge alone for towing a horse boat is thirty-five cents a mile! But the Baxter's power costs her just thirty cents less per mile, calling coal worth \$5 00 per ton. In other words, the Baxter went twice as fast for only five cents a mile as a horse boat can go for thirty-five cents a mile.

Mr. Geddes has given his personal attention to every detail of the trial, and has collected facts and figures which will sustain him in any decision he may reach and which the Commission will find extremely valuable.—Syracuse Standard.

Chesapeake and Ohio Canal.

During the month of September 106,525 tons of coal passed over the canal, an increase of 15,961 tons over the same month of last year. The receipts for the month of September from all sources were \$68,276 26, an increase over September 1872, of \$11,402 84. The ordinary expenses for operating and maintaining the canal during the month, including the pay of officers, was \$18,857 29. The revenue over expenses for the month being \$49,418 97. There has been appropriated, since the first day of January last, to pay overdue coupons, the sum of \$152,955, and to pay the principal and interest of the two outstanding repair bonds \$2,712 88, making the total payments to these accounts since January 1, 1873, \$155,667 88, leaving a balance in the treasury of the company on the 30th of September of \$73,429 94, to which can be added the sum of \$27,769 96, the uncollected revenue which will be collected in the next ten days. Total, \$101,199 90, which will enable the board of directors without embarrassment to appropriate \$50,985 to pay the coupon due July, 1858, on the preferred construction bonds. Notwithstanding the loss of nearly one month's revenues, about \$50,000, caused by the suspension of trade on the canal by the damage done it by the floods of July and August, the receipts of the canal from January to September 30th of this year are only \$10,104 less than during the same period of last year.

Concord and Claremont Railroad.

At a meeting held at Newport, N. H., on the 16th inst., of the stockholders of the Sugar River, Concord and Claremont, and Contoocook River Railroads, it was unanimously voted to unite all these roads under one corporation, under the name of the Concord and Claremont Railroad. This road now is seventy-two miles long, to wit: the Contoocook River road, fifteen miles from Hillsboro' Bridge to Contoocook; the Concord and Claremont, from Concord to Bradford, twenty-eight miles; and the Sugar River, from Bradford to Claremont Junction, twenty-nine miles.

It was also voted to issue five thousand shares of stock, the par value to be \$100 per share; that each stockholder shall be allowed an amount of the capital stock equal to the amount of his stock in the Sugar River Railroad and instead of the same. The annual meeting is to be held at Concord, Oct. 31, for the choice of officers.

Notice is given that the coupon of July, 1858, of Preferred Construction Bonds of the Chesapeake and Ohio Canal Company, will be paid at the banking house of Alexander Brown & Sons, Baltimore, on and after 25th inst.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,100	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	290,422	286,562	342,745	2,300,787
1869.....	212,604	218,982	291,308	486,048	568,270	556,080	532,657	511,854	609,788	679,442	655,396	467,659	5,670,882
1870.....	413,104	394,176	498,382	683,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,992	7,936,116
1871.....	536,499	485,490	614,447	720,929	892,841	795,173	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,275	1,272,510	1,271,629	1,254,689	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	862,890	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,766	1,268,500	1,592,128	.....	.....	.....	.....
Chicago and Alton:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	276,140	267,094	279,121	303,542	384,504	404,012	558,101	489,196	508,746	409,569	361,701	4,608,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	468,232	506,623	468,212	397,515	340,581	4,681,568
1870.....	281,109	316,087	342,897	345,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,944	461,290	466,097	538,665	534,163	507,617	473,227	455,607	377,887	5,278,910
1872.....	371,709	382,902	573,217	379,879	409,254	419,196	488,352	569,882	497,261	549,756	431,816	352,604	6,160,526
1873.....	352,568	402,477	424,614	412,218	426,315	482,205	481,560	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.....	273,876	317,859	390,355	421,368	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1869.....	541,006	482,164	499,296	466,358	585,628	747,942	702,691	767,508	946,707	932,683	754,871	547,842	7,976,490
1870.....	523,596	399,917	525,845	537,619	588,948	925,983	868,214	797,476	1,000,068	1,200,216	1,010,892	712,359	9,299,430
1871.....	596,147	674,664	765,398	774,280	895,712	853,685	808,524	1,063,237	1,448,942	1,641,057	1,211,530	879,900	11,652,739
1872.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,070,674	1,251,940	1,507,479	1,670,067	1,107,084	1,001,987	13,384,471
1873.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	15,555,643
1874.....	706,025	753,782	858,559	929,077	1,177,987	1,159,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,303,463
1875.....	665,423	774,974	787,641	1,094,101	952,899	851,844	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277	.....
1876.....	774,850	714,122	846,394	900,876	1,074,779	1,070,460	1,029,953	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,945
1877.....	752,468	765,249	987,253	1,034,023	1,259,072	1,309,578	1,240,987	1,284,094	1,071,448	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	242,205	236,160	242,509	226,435	193,959	203,696	218,347	271,425	287,451	293,296	292,798	230,061	2,918,342
1868.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,556	242,621	3,095,956
1869.....	208,069	228,697	244,182	244,044	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1870.....	270,204	273,751	315,149	296,460	281,491	288,775	314,550	360,759	374,671	338,723	340,625	317,743	3,765,343
1871.....	340,791	329,022	372,974	381,113	373,619	341,104	328,298	401,252	417,328	439,581	389,830	358,745	4,452,625
1872.....	358,612	408,849	466,617	482,928	394,458	340,675	351,570	426,283	432,339	.....	.....	.....	.....
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	1,055,469	971,193	1,201,500	1,258,955	1,443,272	1,656,415	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,543,813	1,775,324	1,468,961	1,550,023	1,525,243	1,643,454	1,743,752	1,704,374	1,392,615	18,604,096
1873.....	1,516,831	1,329,422	1,516,382	1,541,968	1,764,821	1,717,593	1,686,384	1,774,570	1,918,247	.....	.....	.....	.....
Illinois Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	447,120	524,871	417,071	440,271	516,493	526,242	709,327	738,530	823,901	727,810	613,329	7,160,992	.....
1868.....	587,443	636,165	444,443	518,800	572,551	626,249	549,714	794,425	889,967	931,630	685,401	651,041	7,517,629
1869.....	659,139	624,693	709,645	686,282	640,975	778,361	696,228	841,563	979,401	914,406	814,413	698,677	8,823,441
1870.....	623,383	661,789	601,226	555,087	684,539	712,647	627,216	890,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	59,917	563,598	620,228	713,152	718,722	707,992	856,041	890,297	753,184	755,436	688,131	8,401,142
1872.....	637,436	531,627	575,393	559,871	648,954	659,383	609,846	783,255	744,782	851,693	696,475	698,033	8,026,754
1873.....	680,499	662,919	661,962	544,035	687,630	724,983	672,917	748,634	876,413	.....	.....	.....	.....
Kansas Pacific:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	133,673	152,264	267,411	303,915	306,944	280,086	287,723	332,555	365,446	387,999	393,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,833	357,392	319,468	449,418	314,513	223,240	3,093,183
1873.....	150,567	194,756	300,719	352,300	332,764	312,614	323,231	325,189	333,785	.....	.....	.....	.....
Lake Shore and Michigan Southern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,053	1,140,916	1,130,947	1,295,369	1,368,943	1,402,597	1,245,316	1,235,285	14,707,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,350	1,635,691	1,764,788	1,558,424	1,483,489	17,691,629
1873.....	1,412,368	1,549,285	1,735,738	1,694,543	1,680,963	1,585,363	1,451,762	1,582,531	1,776,420	.....	.....	.....	.....
Marietta and Cincinnati:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.....	92,438	51,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,643	114,490	129,388	140,473	132,569	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	118,407	132,998	153,531	144,023	141,023	141,376	1,418,869
1871.....	130,883	128,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	164,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	170,023	162,565	180,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	329,128	387,992	329,128	412,030	363,187	326,891	378,830	467,990	517,990	453,373	387,827	4,755,958	.....
1871.....	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,600	582,802	5,47,403	507,050	6,400,102
1872.....	411,113	384,058	449,453	485,560	487,282	398,300	402,084	460,101	536,603	641,807	677,638	464,163	5,908,117
1873.....	379,836	440,261	507,314	556,181	542,959	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1													

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND.

Years ending.	Length track equity, single.	Horse and car.	Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount outstanding.	Inter. et Payable.	Principal Payable.	Market Price.
								Bonded Debt.	Floating Debt.	Gross.	Net.	Paid.	Unpaid.	Par.	Paid.	Market.					
Sept. 30, '72	3.00	114	40	Albany N.Y.	163,000	111,400	40,000			92,241	29,165	11	100	100		Albany: 1st Mortgage.....	40,000	7	J. & J.	1883	...
Sept. 30, '72	3.64			Albany st. Freight (B'ton). Mass.	48,709	75,000				8,407	1,050		100	100		Avenue C: 1st Mortgage.....	900,000	7	A. & O.	1896	...
Oct. 31, '72	23.00	13	8	Allentown Pa.	33,425	36,600	5,000	5,000				6	100	100		Atlantic (Bklyn) Ave.: 1st Mortgage.....	400,000	7	M. & N.	1890	...
Sept. 30, '72	11.83	440	78	Atlantic Avenue (Bklyn.) N.Y.	1,010,000	650,000	460,000			183,634	24,250		100	100		Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & D.	1880	...
Sept. 30, '72	22.00	344	45	Avenue C (N. Y. City) N.Y.	534,264	500,000	900,000	133,634	289,133	89,887			100	100		Broadway (Brooklyn): 1st Mortgage.....	100,000	6	J. & D.	1882	...
Sept. 30, '72	4.63			Bleeck. st. & F.F. (N.Y.C.) N.Y.	1,777,048	900,000	694,000	4,900	308,671	60,728			100	100		Broadway and 7th Avenue: 1st Mortgage.....	600,000	7	J. & J.	1884	...
Sept. 30, '72	1.39			Boston and Chelsea. Mass.	110,000	110,000			8,900	7,853	6.8	50	50		Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	1890	...	
Sept. 30, '72	10.76	239	47	Broadway (Brooklyn) N.Y.	327,000	200,000	100,000	12,361	163,711	45,228	12	100	100		Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1883	...	
Sept. 30, '72	10.35	1098	135	B'way & 7th Av. (N.Y.C.) N.Y.	3,806,668	2,100,000	1,500,000	200,000	906,512	357,380	6	100	100		Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J. & D.	1879	...	
Sept. 30, '72	7.00			22 Brooklyn, Bath & Coney I. N.Y.	219,133	80,000			47,591	18,140			100	100		Brooklyn Cross-Town: 1st Mortgage.....	352,000	7	.....	1888	...
Sept. 30, '72	81.50	1868	378	Brooklyn City N.Y.	2,313,003	1,991,032	300,000		1,448,461	241,567	12	100	100		Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1881	...	
Sept. 30, '72	22.00	235	68	Brooklyn City & Newtown N.Y.	650,603	200,000	400,000	11,856	165,939	45,081			100	100		Central Park, N. & E. River: 1st Mortgage.....	550,000	7	F. & A.	1882	...
Sept. 30, '72	19.53	180	43	Brooklyn, Cross-Town N.Y.	637,003	300,000	300,000	15,470	169,799	42,412			100	100		2d Mortgage.....	385,000	7	M. & N.	1890	...
Sept. 30, '72	15.81	202	83	Buffalo street N.Y.	493,174	75,000	352,214	63,745	240,627	44,042			100	100		Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J. & J.	1879	...
Sept. 30, '72	11.00	131	21	Bushwick (Brooklyn) N.Y.	336,005	302,000	52,000	4,178	88,897	8,255			100	100		D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	M. & S.	1875	...
Sept. 30, '72	28.31			Cambridge (Boston) Mass.	740,000	740,000	150,000		69,681	69,641	9	100	100		Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	1881	...	
Sept. 30, '72	1.93	23	4	Central City (Syracuse) N.Y.	29,092	21,130	6,000		19,961	6,441	12	100	100		Empire: 1st Mortgage.....	150,000	7	J. & J.	1880	...	
Oct. 31, '72	72.00	960	128	Cen. P. N. & E.R. (N.Y.C.) N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39,487			100	100		42d st. & G'd st. Ferry (N.Y.): 1st Mortgage.....	209,000	7	A. & O.	1873	...
Oct. 31, '72	7.25	350	50	Citizens' (Phila.) Pa.	212,320	192,750			284,291	88,046	7	50	50		Federal St. & Pleasant Val.: 1st Mortgage.....	75,000	7	A. & O.	1877	...	
Oct. 31, '72	5.50	206	40	Citizens' (Pittsburg) Pa.	270,671	184,000	50,000	4,000	184,299	78,695	16	50	50		2d Mortgage.....	50,900	7	J. & J.	1881	...	
Oct. 31, '72	2.87	12	3	Coalville Pa.	45,436	53,500		1,000	10,993	3,348			100	100		Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & D.	.....	...
Sept. 30, '72	14.33			Coney Island (Brooklyn) N.Y.	698,808	500,000	307,000	33,065	267,449	118,139			100	100		Grand St. & Newtown: 1st Mortgage.....	90,000	7	A. & O.	1887	...
Sept. 30, '72	10.73	851	122	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,016,708	1,200,000	700,000		777,995	221,219	8	100	100		Germantown: 1st Mortgage.....	250,000	7	J. & D.	1879	...	
Oct. 31, '72	1.63	14	3	Easton and St. Easton Pa.	25,992	29,662			10,946	3,321	5	25	25		2d mortgage.....	100,000	7	.....	1884	...	
Sept. 30, '72	18.00	950	110	Eighth Avenue (N.Y. City) N.Y.	1,588,034	1,000,000	208,000	65,300	804,283	150,720	12	100	100		Green and Coates street: 1st Mortgage.....	103,000	7	J. & J.	1875	...	
Oct. 31, '72	7.73			Empire Pa.	102,000	600,000	150,000	3,200	102,704	13,120	50	50		Hari. Br. Morris' & Fordh.: 1st Mortgage.....	138,500	7	J. & D.	1874	...		
Oct. 31, '72	2.04	24	6	Erie City Pa.	36,957	19,807	20,242	2,100	13,185	2,185			100	100		Heston, Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1874	...
Oct. 31, '72	5.50	60	23	F'deral St. & Pl. Val. (Pbg.) Pa.	132,842	65,250	75,000	15,000	45,737	2,603	25	25		Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & D.	1883	...		
Sept. 30, '72	10.26	434	57	42d st. & Gr'd st. F.(N.Y.C.) N.Y.	1,054,679	748,000	209,000		377,675	90,165	10	100	100		Malden and Melrose: 1st Mortgage.....	75,000	6	A. & O.	1885	...	
Oct. 31, '72	17.04	389	56	Frankford & Southwark (Ph.) Pa.	844,171	492,200	255,500	35,000	368,135	91,137	7	50	50		Middlesex (Boston): 1st Mortgage sinking fund	90,500	6	.....	1884	...	
Sept. 30, '72	9.00	133	30	Gr'd st. & Newtown (Bk'n) N.Y.	320,467	170,000	90,000	24,571	97,135	13,539			100	100		2d Mortgage.....	60,000	6	.....	1880	...
Sept. 30, '72	8.00	123	24	Gr'd St. Prosp. Pk. & Flatb. N.Y.	419,185	200,000	200,000	33,407	74,057		7	100	100		3d Mortgage.....	26,000	7	.....	1874	...	
Oct. 31, '72	33.75	360	64	Germantown (Phila.) Pa.	562,270	307,545	350,000		370,775	124,719	6	50	50		Ninth Avenue (N. Y.): 1st Mortgage.....	187,000	7	J. & J.	1879	...	
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.) Pa.	244,441	150,000	150,000		180,293	43,700	26	50	15	46		Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1881	...
Oct. 31, '72	2.01	10	4	Harrisburg City Pa.	60,249	41,995	12,884	1,240	7,185	Loss.	25	25		2d Mortgage.....	500,000	7	J. & J.	1883	...		
Sept. 30, '72	11.76	128	17	Harlin, Br. Morr. & F'dham. N.Y.	275,729	299,100	138,500		95,737	21,637			100	100		Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M. & N.	1887	...
Oct. 31, '72	11.00	375	60	Heat, Maat. & F'mount (Ph.) Pa.	388,467	299,423	127,100		272,610	11,442	2.2	50	50		Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1881	...	
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.) Pa.	170,402	105,000	62,500		99,164	35,904	11	55	101		Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	F. & A.	1876	...	
Sept. 30, '72	4.03	55	22	Lowell Horse Mass.	81,704	56,000		3,500	34,979	3,138			100	100		3d Mortgage.....	150,000	7	F. & A.	1885	...
Sept. 30, '72	11.62	235	35	Lynn and Boston Mass.	277,581	200,000	50,000	43,697	182,774	2,562			100	100		Conv. bonds.....	683,500	7	M. & N.	1888	...
Sept. 30, '72	3.60			Malden and Melrose (B'tn). Mass.	60,246	165,000	75,000						100	100		Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J. & J.	1878	...
Sept. 30, '72	3.46			Medford & Charleat. (B'tn). Mass.	34,600	21,000	4,000		2,240	1,886	50	50			2d Mortgage.....	15,800	7	A. & O.	1876	...	
Sept. 30, '72	5.41	50	7	Merrimack Valley Mass.	63,000	50,000		589,390	3,446	9,521			100	100		3d Mortgage.....	160,000	7	J. & J.	1885	...
Sept. 30, '72	16.29	1220	358	Metropolitan (Boston) Mass.	2,219,747	1,500,000			956,041	174,384	10	50	50		Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1881	...	
Sept. 30, '72	26.06	300	53	Middlesex (Boston) Mass.	603,702	400,000	184,500	155,822	234,306	43,497	6	100	100		2d Mortgage.....	200,000	7	F. & A.	1876	...	
Sept. 30, '72	3.31	20	8	New Bedford & Fairhaven. Mass.	54,349	38,000		16,353	5,475	1,815	100	100			3d Mortgage.....	150,000	7	F. & A.	1885	...	
Sept. 30, '72	3.75	2	6	New York Elevated N.Y.		350,000		25,000	13,744	501	100	100			Conv. bonds.....	683,500	7	M. & N.	1888	...	
Sept. 30, '72	12.20	201	20	Ninth Avenue (N. Y. City) N.Y.	994,842	797,320	187,000	19,209	108,030	Loss.	100	100			Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J. & J.	1878	...	
Sept. 30, '72	8.37	99	24	North 2d St. & Middle Vil. N.Y.	173,075																

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '73 34	Long Island 50	3,000,000	M. & S.	May '73 10a	Vermont and Mass. 100	2,860,000	M. & N.	May '73 2
Allegheny Valley 50	2,263,350	J. & J.	July '71 4	Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4	..... pref. 100	848,700	J. & J.	July '72 41	Warwick Valley 100	226,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,693,200	J. & J.	July '71 34	Louisville & Nashville. 100	8,980,600	F. & A.	Aug. '73 4	West Jersey 100	1,200,000	F. & A.	Aug. '73 4
..... new 1870. 100	838,978	J. & J.	July '71 34	Louisv. N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law. 100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence 100	200,000	A. & O.	Oct. '73 3	Winchester & Strasburg. 100	500,000	J. & J.	July '72 34
..... new 1870. 100	1,500,000	M. & S.	Mar. '73 2	Lykens Valley 20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua. 75	1,400,555	J. & J.	July '73 35
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Macon and Western 100	2,500,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Baltimore and Ohio 50	13,151,962	M. & N.	Nov. '73 5	Maine Central 100	3,400,500	J. & J.	July '73 5	Albany City 100	110,300	F. & A.	Aug. '72 1
Washington Br. 100	1,650,000	A. & O.	Oct. '73 5	Manchester and Law. 100	1,000,000	M. & N.	May '73 5	Baltimore City 100	801,000	F. & A.	Aug. '72 1
Parkersburg Br. pref. 50	6,680,685	J. & D.	Dec. '72 24	Marquette & Cincinnati. 50	1,372,891	M. & S.	Sep. '66 3a	Bleecker St. & Fy. (N.Y.) 100	900,000	J. & J.	Aug. '72 1
Berkshire 100	600,000	J. & J.	Oct. '73 0	..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a	Boston and Chelsea 100	110,000	A. & O.	Apr. '73 3
Bloomsburg & Corning. 50	250,000	J. & D.	Dec. '72 24	..... 2d pref. 50	4,460,368	F. & A.	Aug. '73 3	Broadway (Brooklyn) 100	200,000	J. & J.	May '73 3
Boston and Albany 100	19,064,100	M. & N.	May '73 5	Massawippi 100	400,000	J. & J.	Jan. '69 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Bos. Cin. & Fitch. pref. 100	633,200	J. & D.	Dec. '72 3	Memphis & Charleston. 25	5,312,725	J. & J.	Jan. '73 4a	Brooklyn City 100	1,500,000	F.M.A.N.	May '73 3
Agricultural Br. guar. 100	60,000	M. & N.	May '73 5	Michigan Central 100	18,723,204	J. & J.	Jan. '73 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bost. Onee. & Mont. pref. 100	800,000	J. & J.	July '73 4	Mill Creek & Mineh. 1. 50	323,375	J. & J.	Jan. '73 5	Brooklyn and Jamaica. 100	488,100	J. & J.	July '71 34
Boston and Lowell 500	2,852,900	M. & N.	May '73 5	Milwaukee and St. Paul. 100	13,398,550	F. & A.	Feb. '73 3a	Bushwick (Brooklyn) 100	302,000	A. & O.	Oct. '73 44
Boston and Maine 100	6,812,807	M. & N.	May '73 5	..... pref. 100	10,825,777	J. & J.	July '73 34	Cambridge 100	727,800	A. & O.	Oct. '73 44
Boston and Providence. 100	8,960,000	F. & A.	Aug. '73 34	M. Hill & Schuyl. Hav. 50	8,856,450	J. & J.	July '73 34	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '73 24
Buffalo, N. Y. and Erie. 100	960,000	M. & S.	Sept. '73 5	Morris and Essex 100	14,008,100	M. & N.	May '73 5	Citizens' (Phil.) 50	500,000	J. & J.	Nov. '73 7
Marlington and Mo. Riv. 100	6,636,000	M. & S.	Sept. '73 5	Nashua and Lowell 100	800,000	F. & A.	Aug. '72 54	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
..... new 1870. 100	1,485,900	J. & J.	Oct. '73 24	Naugatuck 100	1,877,900	M. & S.	Mar. '73 5	Coney Island & Brookl. 100	500,000	F.M.A.N.	Aug. '73 2
Camden and Amboy. 100	6,847,800	J. & J.	Oct. '73 24	Nesquehoning Valley. 50	1,000,000	M. & S.	Jan. '72 34	D. Dock, E. B'w. & Bat. 100	1,000,000	J. & J.	Oct. '71 3
Camden and Atlantic 50	379,020	J. & J.	Oct. '72 34	Newark and N. York. 100	977,400	M. & N.	May '73 4	Elizabeth and Newark 100	200,000	M. & N.	Nov. '71 5
..... pref. 50	752,750	J. & J.	Oct. '72 34	N. Bedford & Taunton. 100	600,000	M. & N.	Aug. '69 12a	42nd St. & G. St. Ferry. 100	748,000	M. & N.	Nov. '71 5
Cape Cod 50	1,020,330	J. & J.	Jan. '72 34	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Sept. '73 3	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Cape May and Millville. 50	447,000	J. & D.	Dec. '72 3	N. Haven & Northamp. 100	605,000	J. & J.	Sept. '73 3	Germantown (Ph.) 50	1,000,000	J. & J.	July '73 3
Catawissa & Fogelsv. 50	428,900	Novemb.	Nov. '71 6	New Jersey 100	7,295,200	J. & J.	Oct. '73 24	Girard College (Ph.) 50	500,000	J. & J.	July '73 3
Catawissa 50	1,189,500	M. & N.	May '73 34	New London Northern. 100	1,418,800	J. & J.	Jan. '73 5	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
..... pref. 50	2,300,000	M. & N.	May '73 34	N. Y. Cen. & Hudson R. 100	89,428,330	A. & O.	Oct. '73 4	Green & Coates St. (Ph.) 50	600,000	J. & J.	Jan. '73 4
Cayuga and Susq. 50	589,116	J. & J.	July '73 4	New York and Harlem. 100	8,500,000	J. & J.	July '73 4	Heston, Mantau & Fairm. 100	2,050,000	J. & J.	July '71 2
Cedar Rapids & Mo. R. 100	6,850,400	M. & N.	May '73 14	..... pref. 100	1,500,000	J. & J.	July '73 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
..... pref. 100	769,600	F. & A.	Aug. '73 34	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '73 6	Lynn and Boston 100	200,000	J. & J.	July '73 4
Central of Georgia 100	4,666,800	J. & J.	July '73 5	N. Y. Provid. & Boston. 100	2,000,000	J. & J.	Jan. '73 5	Malden and Melrose 100	200,000	J. & J.	July '73 4
Central of New Jersey. 100	20,000,000	J. & J.	July '73 4	Nisg. Bridge & Ocanad. 100	1,000,000	J. & J.	Jan. '73 5	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '73 4
Central Ohio 50	2,426,000	J. & D.	June '73 3	North Carolina 100	4,000,000	irregular.	Jan. '73 5	Middlesex (Boston) 100	400,000	A. & O.	Apr. '73 2
..... pref. 50	400,000	J. & D.	June '73 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4	Ninth Avenue (N. Y.) 100	797,320	J. & J.	July '73 4
Central Pacific 100	54,275,500	J. & J.	July '73 14	North Pennsylvania 50	1,150,150	January.	Jan. '73 5	Orange and Newark 100	282,555	J. & J.	July '73 4
Chesapeake 100	380,000	J. & J.	July '73 14	Northern Central 50	5,342,000	M. & N.	Nov. '72 3	Philadelphia City 50	750,000	J. & J.	July '73 4
Chemung, preferred 100	2,100,000	J. & J.	July '73 5	N. rthern N. Hampsh. 100	3,068,400	J. & D.	June '73 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago and Alton 100	8,929,900	M. & S.	Sept. '73 5	Northern New Jersey. 100	1,000,000	J. & J.	Jan. '72 4	Phila. and Grey's Ferry 20	284,775	J. & J.	Nov. '69 8
..... pref. 100	2,420,400	M. & S.	Sept. '73 5	Norwich & Worcester. 100	2,823,400	J. & J.	July '73 5	Pbg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 8
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sept. '73 5	Ogdensb. & L. Champl. 100	3,077,900	J. & J.	Jan. '73 3	Second Avenue (N.Y.) 100	888,100	J. & J.	Oct. '73 2
Chicago, Iowa & Nebras. 100	3,916,300	J. & J.	July '73 4	..... pref. 100	10,995,847	J. & J.	Oct. '73 4	Second & Third Sts. (Ph.) 50	962,100	J. & J.	July '73 5
Chicago & N. Western. 100	10,033,480	J. & D.	Dec. '72 34	Ohio and Mississippi. 100	19,995,847	J. & J.	June '72 34	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
..... pref. 100	21,285,503	J. & J.	July '73 34	Oil Cr. & Allegheny R. 50	4,259,450	J. & J.	July '73 3	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Oct. '73 4	Old Colony & Newport. 100	6,297,900	J. & J.	July '73 3	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	May '73 3
Cin. Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '73 4	Oswego and Syracuse. 100	482,400	F. & A.	Aug. '73 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '73 1
Cin. Sand. and Cleve. 50	2,980,550	M. & N.	May '73 34	Pacific of Missouri 100	3,335,750	J. & J.	July '73 4	Somerville (Boston) 100	75,000	M. & N.	May '73 3
..... pref. 50	429,046	M. & N.	May '73 34	Panama 100	7,000,000	J. & J.	July '73 4	South Boston 50	400,000	J. & J.	Oct. '72 34
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Aug. '73 34	Paterson and Hudson. 100	630,000	J. & J.	July '73 4	Union (Boston) 100	200,000	J. & J.	July '72 4
Cleveland & Mahoning. 50	2,057,569	M. & N.	May '73 34	Paterson and Newark. 100	600,000	J. & J.	July '73 3	Union (Phila.) 50	400,000	J. & J.	July '72 6
Cleveland & Pittsburg. 100	11,236,150	F.M.A.N.	May '73 14	Paterson and Ramapo. 100	245,000	J. & J.	Jan. '71 3	West Philadelphia 50	400,000	J. & J.	July '73 8
Col. Chic. & Ind. Cen. 100	13,000,000	M. & N.	May '73 34	Pember. & Hightstown. 50	242,150	J. & J.	Jan. '71 3	CANALS.			
Columbus & Xenia. 100	1,788,800	M. & S.	June '73 2	Pennsylvania 100	72,000,000	M. & N.	May '73 5	Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '73 5	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '73 4	Chesapeake and Ohio 25	8,229,594	F. & A.	Aug. '73 4
Concord 50	1,600,000	M. & N.	Nov. '73 5	Philadelphia and Erie. 50	6,004,300	J. & J.	July '72 4	Delaware Division 50	1,633,350	F. & A.	Aug. '73 4
Concord and Ports. 100	850,000	J. & J.	July '73 34	..... pref. 50	2,400,000	J. & J.	July '72 4	Delaware and Hudson. 100	15,000,000	F. & A.	Aug. '73 5
Conn. & Passum p. Riv. 1. 0	2,100,000	F. & A.	Aug. '73 3	Phil. Ger. & Norristown. 50	1,626,250	M. & J.S.D.	Sept. '73 3	Delaware and Harlan. 100	5,947,400	J. & J.	Oct. '73 24
Connecticut River 100	11,850,000	J. & J.	July '73 5	Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5	Erie of Pennsylvania 50	64,000	M. & N.	May '67 3
Cumberland Valley 100	4,494,250	A. & O.	Apr. '73 4	..... pref. 50	1,551,800	J. & J.	July '73 5	Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Danbury and Newrd. 50	400,000	M. & S.	Dec. '71 4	Phila. and Trenton 100	1,259,100	J. & J.	July '73 4	Monongahela Navigat. 100	1,005,500	J. & J.	Jan. '73 3
Delaware 50	1,230,941	J. & J.	Jan. '73 3	Phila. Wil. & Balt. 50	11,485,750	J. & J.	July '73 4	Morris (consolidated) 100	1,026,000	F. & A.	Aug. '72 2
Del. Lackaw. & West. 100	18,968,585	J. & J.	July '73 5	Pittsb. Ft. W. & Chi. 100	19,714,285	J. & J.	Oct. '73 14	..... (preferred) 100	1,175,000	F. & A.	Aug. '72 5
Detroit & Milwaukee. 50	822,140	J. & J.	Dec. '69 7	..... Special Imp. 100	2,000,000	J. & J.	July '73 14	Pennsylvania 50	4,337,950	F. & A.	Feb. '73 30c
..... pref. 50	2,096,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams. 100	410,000	J. & J.	July '73 3	Schuyl. Nav. (common) * 50	1,908,207	F. & A.	Feb. '73 30c
Dubuque & Sioux City. 100	5,000,000	J. & J.	Oct. '72 3	Portland and Kennebec. 100	618,700	J. & J.	Jan. '72 3	Susq. and Tide Water. 50	2,002,746	J. & J.	Feb. '73 60c
East Pennsylvania 50	1,300,200	J. & J.	July '73 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3	Union 50	2,907,850	J. & J.	Jan. '65 -
East Mahoning 50	392,950	J. & J.	July '73 3	Portl. Sauc. & Portsm. 100	1,500,000	J. & J.	July '73 3	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Eastern (Mass.) 100	4,282,600	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	July '73 3	MISCELLANEOUS.			
Eastern (N. H.) 100	492,500	F. & A.	Feb. '73 24	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6	Adams Express 100	10,000,000	M. & S.	Sept. '73 2
Elmira, Jct. & Canand. 100	600,000	M. & N.	May '73 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '73 4	American Coal 25	1,500,000	J. & J.	July '73 3
Elmira & Williamsport. 50	500,000	M. & N.	May '73 24	Roch. & Genesee Val. 110	557,500	J. & J.	July '73 4	Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
..... pref. 50	600,000	J. & J.	July '73 34	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '73 34	Atlantic Mail Steamship. 100	4,000,000	M. & J.S.D.	Dec. '67 24
Erie Railway 100	78,000,000	.....	Oct. '73 1	Rutland 100	2,700,000	J. & J.	July '73 34	Brunswick City 100	1,000,000	J. & D.	Dec. '69 85c
..... pref. 100	8,628,910	M. & J.S.D.	June '73 14	..... preferred 100	4,300,000	F. & A.	Aug. '73 34				

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY-ABLE.	Market Price.
National Securities Oct. 1, 1873.											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	112 1/2		Massachusetts—(\$30,712,882):				
Loan of February 8, 1861.....registered	13,955,000	5	"	1874	111		.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80
Loan of February 8, 1861.....coupon	13,760,000	6	Jan. & July.	1880	111		.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77
Oregon War Bonds of March 2, 1861.....coupon	4,655,000	6	"	1880	113		.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76
Loan of July 17, and Aug. 5, 1861.....registered	125,586,150	6	Jan. & July.	1881	109 1/2		.. Union Fund Loan, 1862.....	600,000	6	"	'77-'78
Loan of Feb. 25, 1862 (5-20s).....registered	63,763,200	6	Jan. & July.	1881	111		.. Coast Defense Loan, 1863.....	888,000	5	"	1883
Loan of Feb. 25, 1862 (5-20s).....coupon	17,05,400	6	Jan. & July.	1881	111		.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894
Loan of March 3, 1862.....registered	33,553,000	6	May & Nov.	1882	106		.. Bounty Loan, 1864, £282,800 stg.....	4,000,744	5	"	1894
Loan of March 3, 1862.....coupon	170,227,150	6	May & Nov.	1882	105		.. War Loan (5-20) cur. 1866.....	2,551,560	6	Mar. & Sept.	1886
Loan of March 3, 1864.....registered	21,445,400	6	Jan. & July.	1881	111		.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,461	6	April & Oct.	'88-'93
Loan of March 3, 1864 (5-20s).....registered	946,800	6	May & Nov.	1884	106 1/2		.. K. R. & Hoosac Tunnel bonds, dollar...	1,186,500	5	"	'90-'96
Loan of March 3, 1864 (5-20s).....coupon	24,798,950	6	May & Nov.	1884	105 1/2		.. Loan (B. H. & Erie R. R.) £743,900 stg	3,559,024	5	Jan. & July.	1900
Loan of March 3, 1865 (5-20s).....registered	33,385,050	6	May & Nov.	1885	107 1/2		Michigan—(\$2,332,293):				
Loan of March 3, 1865 (5-20s).....coupon	118,917,150	6	May & Nov.	1885	107 1/2		.. Canal Bonds, 1869.....	81,000	6	Jan. & July.	1879
.. 2d series (5-20s).....registered	55,547,500	6	Jan. & July.	1885	109 1/2		.. \$2,000,000 Loan Bonds, 1863.....	446,000	6	"	1873
.. 2d series (5-20s).....coupon	147,211,750	6	Jan. & July.	1885	110 1/2		.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	"	1878
.. 3d series (5-20s).....registered	87,491,700	6	Jan. & July.	1885	110 1/2		.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	"	1883
.. 3d series (5-20s).....coupon	223,687,000	6	Jan. & July.	1885	112 1/2		.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890
.. 4th series (5-20s).....registered	13,699,000	6	Jan. & July.	1888	111		.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878
.. 4th series (5-20s).....coupon	23,775,000	6	Jan. & July.	1888	112		Minnesota—(\$350,000):				
Loan of March 3, 1864, (10-40s).....registered	140,477,800	5	Mar. & Sept.	1904	104 1/2		.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872
Consols of July 14, '70 & Jan. 20, '71.....registered	161,716,450	5	F. M. A. & N.	1881	108 1/2		.. State Building Bonds, 1867-'68 and '69...	250,000	7	Jan. & July.	'77-'79
Consols coupon	112,283,550	4 1/2	F. M. A. & N.	1886	108 1/2		.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883
Consols registered	402,308,134	4 1/2	F. M. A. & N.	1890	108 1/2		Missouri—(\$17,669,000):				
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)		3	"	1901	109		.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Dem.	1875	109		.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	"	'87-'88
Certificates of Indebtedness 1870.....(cur.)	678,000	3	Irred.	1875	109		.. S. W. Br. of Pacific R. R. bonds, guar...	14,496,000	7	"	'74-'90
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	109		.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91
U. S. Notes and Fractional Currency.....	402,308,134	nd					Nevada—(\$600,000):				
State Securities, latest dates.											
Alabama—(\$15,42,000):							.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'88-'92	46		New Hampshire—(\$2,405,400):				
.. Bonds (new), 1866, '68 and '72.....	2,388,000	8	Jan. & July.	'86-'92	84 1/2		.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78
.. Railroad Aid Bonds, 1870 and '71.....	2,630,000	8	"	'90-'91	84 1/2		.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89
.. Railroad Bonds endorsed, 1870 and '71...	13,600,000	8	"	'90-'91	84 1/2		.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74
Arkansas—(\$ 0,900,000):							New Jersey—(\$2,896,200):				
.. Funded Bonds, 1869 and '70.....	2,850,000	6	Jan. & July.	'90-'90	38		.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84
.. Levee Bonds, 1871.....	2,185,000	7	"	'90-'91	38		.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'96
.. Deficiency Bonds, 1872.....	300,000	7	"	'89-'91	38		.. War Loan Bonds, 1864, tax free.....	584,400	6	"	'97-'02
.. Railroad Aid Bonds, 1869 '70 and '71...	5,465,000	7	April & Oct.	'89-'91	38		New York—(\$38,121,600):				
California—(\$3,31,500):							.. General Fund Bonds, 1861.....	900,000	5	J. A. J. & O.	1875
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	117		.. General Fund Stock.....	800,000	6	"	1878
.. Bounty and Relief Bonds, 1863 and '64...	954,500	7	"	'83-'85	117		.. General Fund Stock.....	348,107	6	"	pleas.
.. State Capital Bonds, 1871.....	250,000	7	"	'89-'91	117		.. General Fund Stock.....	1,189,780	6	"	pleas.
Connecticut—(\$5,767,500):							.. Canal Stock.....	1,106,420	5	"	1874
.. War Loan, July 1, 1861, (10-20s).....	708,700	6	Jan. & July.	1871	99		.. Canal Stock.....	7,408,000	6	"	'72-'73
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	6	"	'83-'84	99		.. Canal Stock.....	2,572,000	6	"	'74-'76
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	99		.. Canal Stock.....	880,000	6	"	1877
.. War Loan, Oct. 1, 1865 (20s) tax free...	1,741,100	6	"	1885	99		.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877
Florida—(\$3,728,865):							.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	"	1877
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	99		North Carolina—(\$29,900,045):				
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	99		.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92
.. Bonds, 1871.....	210,000	7	Various.	1901	99		.. State (old) Bonds 1848 to 1860.....	3,638,000	6	April & Oct.	'72-'92
.. Loan to Jack, Pensa, & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	99		.. State (new) Bonds, 1867 to 1870.....	5,009,045	6	Jan. & July.	'92-'98
Georgia—(\$10,494,500):							.. State (new) Bonds, 1867 to 1870.....	1,589,000	6	April & Oct.	'92-'98
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	865,000	6	Various.	73	99		.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900
.. Bonds for W. & Atl. R.R. 1842 and 1843	278,500	7	Various.	73	99		.. Funding (Interest) Bonds 1868.....	1,997,050	6	April & Oct.	1878
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'72-'74	99		.. Special Tax Bonds.....	11,407,000	6	"	'93-'99
.. Bonds for Atl. & Gulf R.R., 1866.....	200,000	6	"	'72-'74	99		Ohio—(\$9,022,721):				
.. Bonds of Act of March 12, 1866.....	3,900,000	6	Jan. & July.	1886	99		.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	99		.. Loan of 1860 Bonds, skg f'd.....	1,000,000	6	"	1875
.. Railroad endorsements, to July 1872...	12,000,000	7	Various.	'90-'92	84		.. Loan of 1860 Bonds, skg f'd.....	1,495,349	6	"	1881
Illinois—(\$2,133,634):							.. Loan of 1868 Bonds, skg f'd.....	2,400,000	6	"	1890
.. Interest Bonds, inscribed stock, 1847...	971,834	6	Jan. & July.	1878	99		Oregon—(\$290,527):				
.. Refunded Stock Bonds, 1859.....	348,000	6	"	'77-'78	99		.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84
.. Thornton Loan Bonds, 1861.....	102,000	6	"	1880	99		.. Willamette Canal & Lock Bonds of 1870	200,000	7	"	1890
.. War Loan Bonds, 1861.....	417,000	6	"	1880	99		Pennsylvania—(\$23,272,956):				
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	99		.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77
Kansas—(\$1,336,675):							.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	"	'72-'77
.. State Bonds (various) 1863 to 1864...	110,875	6	"	'83-'84	99		.. Loan of Feb. 1867 (5-10s).....	90,400	6	"	'77-'82
.. State Bonds (various) 1861 to 1869...	1,226,000	7	"	'83-'84	99		.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	"	'77-'82
Kentucky—(\$2,750,510):							.. Loan of Feb. 1867 (15-25s).....	723,950	6	"	'82-'92
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	'76-'80	99		.. Loan of Feb. 1867 (16-25s).....	9,271,850	6	"	'82-'92
.. State Bonds, 1840 to 1861.....	683,000	6	April & Oct.	1873	99		.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879
.. Military Bonds, 1864 (15 or 30 yrs)...	309,000	6	Various.	'71-'72	99		.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871
Louisiana—(\$21,214,800):							.. (old).....	...	4 1/2	Jan. & July.	'77-'78
.. State Bonds, to R. R. Co's, 1840 to 1866...	1,830,000	6	Various.	'93-'98	49		Rhode Island—(\$2,770,000):				
.. Deficiency (Treasury) Bonds 1863.....	750,000	6	Jan. & July.	1893	49		.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882
.. Funded coupons (new) 1866-'68.....	997,000	6	"	'86-'88	49		.. War Bonds of Jan. 1863.....	200,000	6	April & Oct.	1893
.. Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907	55		.. War Bonds of June 1863.....	602,000	6	Jan. & July.	1893
.. .. 1868.....	1,000,000	8	Various.	1886	57		.. War Bonds of May 1864.....	329,000	6	Feb. & Aug.	1894
.. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	57		South Carolina—(\$13,857,327):				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort. (gold) end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,500,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	100	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	81 1/2	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	96 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	90	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	5	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
Androscoog:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	90
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. & G. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	90
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'07	89
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	" "	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	.....	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (425 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	'90-'89	61
Atlantic and Pacific:							Chattel Mortgage.....	158,350	5	" "	" "	" "	....
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)...	1,377,000	7	Jan. & July.	" "	1907	73
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,832,000	7	May & Nov.	" "	1910	84 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855 '75.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1860 '80.....	879,500	6	" "	" "	1880	97	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Loan of 1863 '78.....	1,710,500	6	April & Oct.	" "	1885	93	Central of Georgia:						
Loan of 1865 '90 (Balt.) skg fd.	3,645,883	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870 '96 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	" "	1885	95	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
1st Mortgage (R. R.) gold guar....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	1,725,000	7	" "	" "	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000..	5,000,000	7	Feb. & Aug.	" "	1890	103
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	83
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106 1/2
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,785,000	6*	" "	" "	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92 1/2	1st Mort. (S. Fr., Okla. & Ala.)...	600,000	8*	" "	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	81	Funded interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	75	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103 1/2	Cheraw and Burlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	82	2d Mortgage dated Jan. 1, 1869.						

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AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1897	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	71
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	89
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	97 1/2	Cincinnati and Springfield:						
1st Mort. (St. L.J. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)		7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000		7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,692,000	8	Jan. & July.	New York.	1883	105	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.		7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	89 1/2	1st Mort. (C. & C. and C. R. R.)	272,000	7	June & Dec.	" "	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1863.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix. Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	95	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	92	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97 1/2	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisiv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	84
1st Mort. guar. C. & B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	825,000	7	May & Nov.	" "	1900	85
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	79
1st Mortgage for \$10,000 p. m.		8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund..	3,674,900	7	Feb. & Aug.	" "	1909	85
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	95	Columbus and Xenia:						
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	80	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	94 1/2	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 70,000 ac.)	174,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	12 1/2
Green Bay Ext. (26m & 70,000 ac.)	284,000	7	" "	" "	1885	....	Notes payable, conv. at par	594,000	7	" "	" "	1876	97
Equipm't (Engs & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)	3,150,000	7	May & Nov.	" "	1875	97	1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1873	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (")	129,500	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1916	83	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,534,000	7*	June & Dec.	" "	1902	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....	1st Mort. A.B.C.D.E. \$2,000 each	1,000,000	6	March & Sept.	Philadelphia.	12.3.4.	87
1st Mort. (Menominee Exten.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.	9,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.W.) guar.	1,410,000	7	Jan. & July.	" "	1898	93	Cumberd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Li.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000pm)		7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm		8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Newwalk:						
1st Mortgage for \$8,000,000.....		8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage \$28,000 p. m. gold..		7*	.....	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi. Pekin & Southwtrn (C.B. & Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. & R.I. & Pac.)	5,600,000	7	" "	" "	1896	99	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwtrn (C. & R.I. & Pac.):							2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	181-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000		7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	Income Bonds.....	252,445	6	" "	" "	1879
1st M. (Chi. & Sup													

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	89
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79	1st Mortgage gold.....	250,000	6	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1892	102
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	97
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	...
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	...
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. (").....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Uakl. & Ottawa R. R. strg. bonds.	160,867	6	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.Sh. & M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	27	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7	Jan. & July.	New York.	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort' not guar. gold, tax free	4,000,000	7	April & Oct.	"	1849	....
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,100,000	7	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,500,000	6	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6	"	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military b'ds \$1,200,000	6,000,000	6	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,385	14,191,675	5	Jan. & July.	"	....	....
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds \$1,685,765	8,428,825	4	"	"	....	....
East Brandywine & Waynesburg:							Provincial Debenture's \$3,111,500	15,587,500	.....	"	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	85,000	8	"	"	1873	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5	April & Oct.	"	'77-'78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common (") Bonds.....	4,867	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	91	1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	883,000	6	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-74.....	750,000	6	Feb. & Aug.	Boston.	1874	94	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	84	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-85.....	160,000	6	April & Oct.	"	1885	....	Hanibal and Naples (T.W. & W.):						
Loan of 1868-88.....	500,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	85
Loan of 1869-89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-82.....	1,500,000	7	"	"	1882	97	Hanibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hanibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	85
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (222m)	55,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
Income Mortgage guaranteed ..	670,000	5	April & Oct.	"	1872	59	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	77
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m)	600,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	92	1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1886	99
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	94	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
3d Mortgage.....	4,582,000	7	"	"	1883	93	General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	90	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	90	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage.....	182,800	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Sterling Loan (\$1,000,000) conv.	4,437,470	6	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	91
Consol. Mort. for \$30,000,000, g'd	12,076,000	7	"	NY & London.	1920	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	1920	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage, tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	102
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1886	....
1st Mortgage, gold.....	750,000	7	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia.	1890	100
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	85
" 2d series (92 series													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870..	4,132,000	7	J. A. J. & O.	"	1890	92
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"	1890	89
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	"	1882	....
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	"	"	1890	85
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1864.....	600,000	7	Jan. & July.	"	1874	....
1st Mortgage.....		7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	"	"	1890	....
2d Mortgage.....	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '87	1,000,000	7	April & Oct.	"	1892	90
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	99
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	....
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	102
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1857	2,695,000	7	"	"	1877	98
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	....	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
Ironton (Penn.):							Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	98
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	8	Jan. & July.	"	1870	....
1st Mortgage gold, skf fund.....	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	96	1st M. July 1, '68 (Kal. A. & Gr.R.)	540,000	8	"	"	1888	95
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. & W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philad lphia	1895	....
Jamestown & Frank. (L.S. & M. So.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skf fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	65
1st Mort. (Hawley Section).....	208,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. (").....	94,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	2,548,000	6	June & Dec.	"	1898	94
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	100
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skf fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	38
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	25
2d Mortgage.....	794,000	7	March & Sept.	"	1883	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1884	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
Junction, Philadelphia:							Logansport, Crawf. & S'wath Ind:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	83	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	99
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1899	....
1st Mort. guar. by Delaware.....	400,000		Jan. & July.	New York.	1890	....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	94
1st Mort. assumed by L.S. & M. So:	840,000	8	Jan. & July.	New York.	1888	95	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mort. assumed by L.S. & M. So.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,600	7	Feb. & Aug.	"	1890	....
Kalamazoo, & S. Haven (M.C. & S.):							1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	"	1893	....
1st Mortgage guar. by Lessees.....	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage.....	775,000	7	"	"	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage for Cincinnati Br.	8,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (").....	150,000	10	"	"	1878	....	2d Mortgage for \$1,000,000	345,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & CB. 78 m.) v. t. fr.	1,400,000	10	March & Sept.	"	1892	....	Louisville and Nashville:						
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	75-76	91
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph. Br. 45.37 m.)	139,000	7	May & Nov.	"	72-76	....
1st Mort. (").....	1,000,000	7*	"	"	1893	....	1st Mort. (Leb. Br. Ext. 78.2 m.)	88,000	7	"	"	80-86	....
Consolidated Mort. (260m.) conv.	687,000	8	March & Sept.	"	1892	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	92
Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	98-99	....
1st Mort. (2d Div. 253.94 m.) gold	4,086,000	6*	June & Dec.	"	1898	88	1st Mortgage not guaranteed ...	100,000	7	"	"	1890	....
1st M. (3d Div. 244.86 m. & 3.0, 0, 000s)	6,456,000	6*	May & Nov.	N. Y., L. & F.	1899	102	Macon and Brunswick:						
1st Mortgage (1,000,000 acres).....	245,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gold	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....	1st Mort. ".....	600,000	7	May & Nov.	"	1900	....
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	"	1896	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
1st Mort. (Leavenworth Branch)	900,000	7	May & Nov.	N. Y. & St. Lo.	1896	86	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Macon and Western:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	"	1916	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
Kent County (Del.):							Maine Central:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
Kentucky Central:							\$1,100,000 Loan, tax free.....	748,300	7*	Jan. & July.	"	1898	84
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....	Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1876	....
3d Mortgage (Kent. Cen.) 1865.....	237,000	7	June & Dec.	"	1885	....	Extension (gold) Loan.....	491,000	6	"	"	1900	....
Keok. Iowa O. & Minn. (T.W. & W.):							\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Feb. & Aug.	"	90-91	....
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....	1st Mortgage (Ken. & P.).....	217,300	6	April & Oct.	Augusta.	1885	....
1st Mortgage traffic guar. (C.B. & Q.):							Consolidated (P. & K.) Loan.....	1,149,300	6	"	Boston.	1896	....
Lackawanna & Bloomsb. (D.L. & W.):							1st Mortgage (S. & K.).....	300,000	6	June & Dec.	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	2d Mortgage (").....	260,000	6	"	"	1876	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	"	1885	....	1st Mortgage (L. & F.).....	633,000	6	Jan. & July.	"	1901	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	Manchester & Framing. (C.B. & F.):						
Income Mortgage.....	2,000,000	7	Jan. & July.	"	1881	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89
La Crosse, Trempealeau & Prescott:							Marietta and Cincinnati:						
1st Mort. assumed by C. & N. W.	1,000,000	10	"	New York.	1877	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Laf. Blooming & Miss. (T.W. & W.):							2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	97
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	88
Laf. Muncie & Bloom. (T.W. & W.):							3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	72

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C.M.V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, sinking fund conv.	355,000	8	April & Oct.	New York.	1882	....	New H., Middle'n & Willman:						
1st Mortgage, convertible fund conv.	2,179,000	8	"	"	1882	110	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	93 1/2	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) assu'd	1,900,000	8	May & Nov.	"	1890	98	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	100 1/2	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (K. & So. Hav.) t. f. guar.	640,000	8	May & Nov.	"	1889	100	New Jersey See United Compan's.						
2d Mort. (") guar..	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E):							New Jersey Southern:						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	51
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77 1/2	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	"	1897	57	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.)	192,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.)	1,008,000	7	"	"	1870	79	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	"	1898	103	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien)	1,315,000	7.5	"	"	1898	88 1/2	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 msk fd.)...	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.		7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La.	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$13,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	90
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,614,000	7	Feb. & Aug.	"	1876	10 1/2
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. (")	76,000	6	May & Nov.	"	1883	85
Minneapolis & Duluth (L.S. & M.)							Bonds for R. R. stock (")	592,000	6	"	"	1883	91
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	85
1st Mortgage & St. L. (L. Sup. & M.)							Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	87 1/2
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd. & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of 71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1890-71	....	Consol. Mort. for \$40,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,800,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	81-93	....	1st Mortgage.....	1,050,500	7	April & Oct.	New York.	1875	94
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	....	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	73-78	....
1st Mort. (Tebo & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd. gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	....	74 1/2	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,500	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	2d Mortgage of Sept. 1, 1869....	322,000	7	"			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.5	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	7	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94 1/2	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	88	Mortgage Loan of 1857, conv.....	96,000	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	3,529,000	7	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	92
Consolidated 2d Mortgage.....	433,000	7	April & Oct.	New York.	1911	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
2d Mortgage (W. Div.).....	174,000	7	Jan. & July.	"	1874	70	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1890	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	87	Mortgage Loan of 1836 stg.....	177,600	7 1/2	"	"	'74-'77	....
On Creek and Allegheny River:							Consolidated	7,696,000	7	June & Dec.	Philadelphia.	1911	97
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1886	80	Dollar registered	3,414,000	7	"	"	1911	97 1/2
1st Mortgage (War. & Fkin.).....	590,000	7	April & Oct.	"	1882	83	Gold or stg coup.	7,000,000	6 1/2	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	60	Gold or stg reg.	624,000	6 1/2	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96 1/2	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	96
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100 1/2	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$18,000pm	.....	7.5	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,004	8	June & Dec.	Boston.	1896	84 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	91 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	85	1st Mort. (Stenb. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	70
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	90	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellsville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	72 1/2	1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	87 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	98
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	82
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	70	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	100
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lex. Atch. & Nev.)	800,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	90
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, stg \$219,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
General Mortgage, stg \$597,800.	3,899,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poukeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free..	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1890	....
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	Quincy, Alton and St. Louis:						
2d Mortgage (" ").....	2,594,000	6	April & Oct.	"	1875	95	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" ") stg.....	2,282,240	6 1/2	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	90	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
State lien for \$17,500,000, skg fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	87
1st>													

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdenb.:							Somerset (Me. Central):						
1st Mortgage (W. & R.) skg fund	799,900	7	March & Sept.	New York.	1890	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	"	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage gold \$20,000 p.m.		7*	Jan. & July.	New York.	1890	....	Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G.) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1890	79	Domestic (I.) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1890	93	Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm		8	"	"	"	"
Calais Loan (Lewey's Island)...	180,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,612,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant. fund.....	200,000	6	June & Dec.	Philadelphia	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	80	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	75	1st Mortgage gold, assumed....	7,159,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage gold \$16,000 p.m.		7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	90	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	92 1/2	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1888 guar.	648,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & Northn:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	30 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'83	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	"	"	"	"
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscooge) conv...	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Vern. Central):						
1st Mortgage for \$450,000.....		8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
St. Paul and Sioux City:							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
St. Paul and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1873	95	Summit Branch:						
St. Paul, Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....		8	"	"	"	"
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:		8	"	"	"	"
Savannah and Charleston:							1st Mortgage, \$16,000.....		8	"	"	"	"
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Funded Interest bonds.....	157,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	1st Mort. gold, for \$500,000...		7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.		8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.		8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Tioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	78
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,800,000	7	April & Oct.	"	1886	77
Shesbogan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	76
Shenandoah and Allegheny:							1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	65
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Tom's River & Watert. (N.J. So.):						
Shesbogan Valley (Ct.):							1st Mortgage guaranteed.....	80,200	7	"	New York.	1888	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy & Bennington (T. &):						
Shore Line (N. Y. & N. H.):							1st Mortgage skg fund, war...	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1890	....	Troy and Boston:						
Sioux City and St. Paul:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Lead Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
							Convertible Bonds.....	648,000	7	"	"	1882

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	92	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M.(L.Erie, W. & St.L. 167 m.)	\$2,500,000	7	" " "	" " "	1890	91	1st Mort. endor. by Balt.	200,000	6	" " "	" " "	1890	97
1st M. (Gt. W.Rwy of '69, 181m)	2,500,000	7	Feb. & Aug.	" " "	1898	91	2d Mort.	300,000	6	" " "	" " "	1890	98
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" " "	1890	91	2d Mort. endor. by Wash. Co.	300,000	6	" " "	" " "	1890	98
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" " "	1882	88	2d Mortgage preferred	600,000	6	" " "	" " "	1895	70
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" " "	1878	87	3d Mortgage endor. by Balt.	875,000	6	" " "	" " "	1900	98
2d Mort. (T.Wab. & Wt. 187 m.)	1,500,000	7	" " "	" " "	1871	87	Western Pacific (Cen. Pac.):						
2d M. (Gt. W.Rwy of '69, 181m)	2,500,000	7	" " "	" " "	1895	79	1st Mortgage assumed, gold.	2,735,000	6	Jan. & July.	New York.	1890	92
Equipment (Tol. & Wab. 75m.)	600,000	7	" " "	" " "	1883	72	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" " "	1907	70	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m)	2,700,000	7	" " "	" " "	1900	80	1st Mortgage (Pittsb. Br. 25 m.)	1,000,000	6	Jan. & July.	" " "	1896	....
Consol. 2d mort. (500 m.) gold.	5,000,000	7	Feb. & Aug.	" " "	1898	....	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	" " "	1894	93
2d Mortgage, guaranteed.	180,000	6	" " "	" " "	1878	....	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	" " "	1899	100
Tuckerton:							West Wisconsin:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1895	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.	27,237,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	76	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1889	....
2d Mortgage (Gov. subd.)	27,236,000	6	" " "	" " "	'96-'99	76	Wicomico and Pocomoke:						
1st Mort. Land Grant	5,193,000	7	April & Oct.	" " "	1899	80	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage	10,000,000	10	March & Sept.	" " "	1874	56	Williamston and Tarboro:						
Omaha Bridge B'ds, stg \$250,000	2,500,000	8	April & Oct.	London.	1896	....	1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
2d Mortgage (Gov. subd.)	1,600,000	6	Jan. & July.	" " "	'96-'75	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M.K. & T.):							1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.	3,595,000	6	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	" " "	" " "	1897	....
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
United Companies of New Jer.:							2d Mortgage coupon or regis.	725,000	7	Jan. & July.	" " "	1902	83
Sinking Fund sterling \$292,000.	1,238,000	6	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	875,000	6	April & Oct.	Philadelphia.	1875	93	Sterling Bonds	645,700	6	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Currency Bonds	221,400	7	May & Nov.	" " "	1882	....
Loan of 1883 (" "													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are distinguished by a "L." State-aid Railroads are distinguished by a "S."

Years ending	Railroad.			Rolling Stock.			Company.	Property and Assets.			Abstract of General Balance Sheet.					Operations.			Earnings.		Value of Shares.							
	Main Line.			Branch Line.				2d Track and Siding.			Railroad in progress.			Engines.			Freight.			Net.		Dividends.						
	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.				p.c.	p.c.				
Sept. 30, 1872	60.2	131.0	14.8	3	20	2	106	Adirondack	.....	2,728,692	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	60.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
May 31, 1872	296.0	14.8	20	4	20	6	400	Alabama and Chattanooga	.....	2,728,692	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	296.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Dec. 31, 1872	296.0	14.8	20	4	20	6	400	Alabama and Chattanooga	.....	2,728,692	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	296.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	142.0	87.1	24	12	24	12	749	Alabama Central	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	142.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	51.0	2.0	3	4	1	21	449	Albany and Susq. (D. & H.)	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	51.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Jan. 31, 1873	182.0	44.9	112.0	8	4	1	21	Alexandria and Fredericksburg	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	182.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Nov. 30, 1872	25.8	1.6	10	2	5	10	43	Allegheny Valley	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	25.8	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Dec. 31, 1872	20.5	2.0	28.0	5	10	2	43	Allentown	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	20.5	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Dec. 31, 1872	23.6	1.9	23.0	3	8	1	43	Annapolis and Elkridge	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	23.6	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Mar. 31, 1873	23.6	1.9	23.0	3	8	1	43	Arkansas Central (3 ft.)	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	23.6	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	46.0	23.3	200.0	8	2	1	117	Ashuelot	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	46.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
June 30, 1872	86.7	8.9	8.9	6	6	1	117	Atchison, Topeka & Santa Fe	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	86.7	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	387.3	16.3	149.4	19	6	26	311	Atlantic and Great West	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	387.3	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	110.0	16.3	149.4	19	6	26	311	Atlantic and Great West	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	110.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	408.0	31.0	105.0	78	29	18	338	Atlantic and Gulf	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	408.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
May 31, 1872	96.0	4.8	18.2	9	10	4	79	Atlantic, Mississippi and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	96.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Dec. 31, 1872	364.0	18.2	200.0	9	10	4	79	Atlantic and Pacific	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	364.0	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Dec. 31, 1872	149.5	1.5	16.2	2	2	1	6	Atlantic and North Carolina	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	149.5	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Nov. 30, 1872	19.1	2.0	4.1	2	2	1	6	Atlantic and Savannah	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	19.1	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Nov. 30, 1872	19.1	2.0	4.1	2	2	1	6	Augusta and Savannah	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	19.1	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Nov. 30, 1872	19.1	2.0	4.1	2	2	1	6	Bald Eagle Valley	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	19.1	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100
Sept. 30, 1872	77.2	60.7	21.8	383	205	52	7,904	Baltimore and Ohio	.....	3,600,000	.....	7,000,000	.....	3,763,000	.....	930,000	1,983,756	.....	77.2	8,855,071	.....	.....	.....	190,425	.....	.....	100	100

Sept. 30, 1872	58.6	71.2	28	29	10	408	Cheshire..... New Hampshire.	2,837,707	351,600	100,000	200,554	2,158,300	809,200	25,992	118,370	88.1	622,266	192,254	412,432	824,763	189,851	5	100
Oct. 31, 1872	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Nov. 30, 1872	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Dec. 31, 1872	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jan. 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Feb. 28, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Mar. 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Apr. 30, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
May 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jun. 30, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jul. 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Aug. 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Sept. 30, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Oct. 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Nov. 30, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Dec. 31, 1873	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jan. 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Feb. 28, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Mar. 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Apr. 30, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
May 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jun. 30, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jul. 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Aug. 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Sept. 30, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Oct. 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Nov. 30, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Dec. 31, 1874	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jan. 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Feb. 28, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Mar. 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Apr. 30, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
May 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jun. 30, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jul. 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Aug. 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Sept. 30, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Oct. 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Nov. 30, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Dec. 31, 1875	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	100
Jan. 31, 1876	58.6	71.2	144	74	2917	Cheshire Valley..... Pennsylvania.	1,427,712	1,427,712	4,445,915	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,427,712	1,		

The asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertainable."*

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See service ()* occurring in the column headed "Rolling Stock." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "§."

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Sept. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	June 30, 1874	July 31, 1874	Aug. 31, 1874	Sept. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	June 30, 1875	July 31, 1875	Aug. 31, 1875	Sept. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	June 30, 1876	July 31, 1876	Aug. 31, 1876	Sept. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	June 30, 1877	July 31, 1877	Aug. 31, 1877	Sept. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	June 30, 1878	July 31, 1878	Aug. 31, 1878	Sept. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	June 30, 1879	July 31, 1879	Aug. 31, 1879	Sept. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 30, 1893	May 31, 1893	June 30, 1893	July 31, 1893	Aug. 31, 1893	Sept. 30, 1893	Oct. 31, 1893	Nov. 30, 1893	Dec. 31, 1893	Jan. 31, 1894	Feb. 28, 1894	Mar. 31, 1894	Apr. 3
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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds	Market Price.
			Paid.	
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	144
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	
Atlantic and Pacific, preferred	10,000,000	7	7	
Atlantic and St. Lawrence, guar.	3,994,900	4	4	
Baltimore and Ohio, preferred	3,952,800	6	6	100
Berkshire, guaranteed	600,000	7	7	
Blossburg and Corning, guaranteed	250,000	5	5	
Boston, Concord and Montreal, pref.	800,000	6	6	
Buffalo, New York and Erie, guar.	950,000	7	7	
Catawissa, pref. and guar.	1,150,500	7	7	75
Camden and Amboy, guaranteed	5,847,500	10	10	114
Camden and Atlantic, preferred	768,549	7	34	
Cayuga and Susquehanna, guar.	480,110	9	9	
Cedar Rapids and Missouri River, preferred and guaranteed	700,000	7	7	
Central of New Jersey, guar.	20,000,000	10	10	89
Central Ohio, preferred	411,550	6	6	39
Chemung, guaranteed	380,000	6	6	
Cheshire, preferred	2,153,200	7	7	72
Chicago and Alton, preferred	2,426,400	10	10	
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	
Chicago and North-Western, pref.	21,286,583	7	7	65
Cinc. and Cleveland, pref.	429,000	6	6	
Cleveland and Mahoning, guar.	2,059,200	7	7	
Cleveland and Pittsburg, guar.	11,236,150	7	7	76
Cumberland Valley, 1st preferred	241,900	8	8	
" 2d preferred	245,000	8	8	
Dayton and Michigan, pref. & guar.	922,400	8	8	
Delaware, guaranteed	1,815,390	6	6	
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	
Dubuque and Sioux City, guar.	5,000,000	8	8	
Dubuque South-Western, pref.	590,315	8	8	
Eastern (N. H.), guaranteed	492,500	6	6	
Elmira, Jeff. and Canad. guar.	500,000	6	6	
Elmira & Williamsport, pref. & guar.	600,000	7	7	76
" com. & guar.	500,000	6	6	
Erie Railway, preferred	8,536,910	7	7	66
Erie and Pittsburg, guar.	2,000,000	7	7	
Evansville and Crawfordsville, pref.	100,000	7	7	
Hannibal and St. Joseph, pref.	2,167,700	7	7	28
Harrisburg and Lancaster, guar.	1,182,550	7	7	
Houatonic, preferred	1,180,000	8	8	
Huntington & Broad Top Mtn, pref.	190,750	7	7	
Jeff. and Indianapolis, guar.	2,000,000	7	7	
Joliet and Chicago, guar.	1,500,000	7	7	
Joliet and Northern Indiana, guar.	300,000	8	8	
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	
Louisv. Cincinnati and Lex. pref.	851,000	9	9	
Marquette and Cincinnati, 1st pref.	8,101,650	6	6	
" 2d pref.	4,436,250	6	6	
Mich. Southern, (Lake Shore) guar.	533,500	10	10	
Mill Creek, guaranteed	328,375	10	10	
Milwaukee and St. Paul, preferred	10,825,777	7	7	53
Mine Hill, guaranteed	3,856,450	8	8	100
Montclair, guaranteed	2,000,000	7	7	
Morris and Essex, guar.	15,000,000	7	7	84
Nequehoning Valley, guar.	2,000,000	10	10	
Newark and New York, guar.	1,000,000	7	7	
Newcastle and Beaver Valley, guar.	605,000	10	10	
New Jersey, guaranteed	7,295,200	10	10	115
New London Northern, guar.	971,400	10	10	
New York & Harlem, pref. & guar.	1,500,000	8	8	
" com. & guar.	8,500,000	8	8	109
Niagara Br. & Canandaigua, guar.	1,000,000	6	6	
North Eastern (S. C.), preferred	105,000	8	8	
Northern New Jersey, guar.	1,000,000	8	8	
Norwich and Worcester, guar.	2,823,400	10	10	
Ogdensburg & Lake Champlain, guar.	8,077,000	7	7	80
" pt. & guar.	2,000,000	8	8	
Ohio and Mississippi, preferred	4,030,000	7	7	
Oswego and Syracuse, guar.	1,144,400	9	9	
Panama, guaranteed	7,000,000	12	12	
Paterson and Hudson, guar.	630,000	8	8	
Pemberton and Hightstown, guar.	342,000	6	6	
Penn. and Bureau Valley, guar.	1,200,000	8	8	
Philadelphia and Erie, preferred	2,400,000	10	10	
Phila. Germantown & Norristown, guar.	2,231,900	12	12	107
Philadelphia and Reading, pref.	1,551,687	10	10	
Philadelphia and Trenton, guar.	1,259,100	10	10	
Pittsburg, Ft. Wayne & Chic. guar.	22,214,285	7	7	86
Pittsfield and North Adams, guar.	460,000	5	5	
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	
Rochester & Genesee Valley, guar.	557,500	7	7	45
Rutland, preferred and guaranteed	4,300,000	7	7	
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	
St. Louis, Jacksonv. & Ch. pt. & guar.	1,054,100	7	7	
St. Louis, Kansas City & Nor. pref.	12,000,000	7	7	
Schuykill Valley, guaranteed	876,000	5	5	
Shamokin V. & Pottsville, guar.	869,450	6	6	
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	
" 2d pref.	1,000,000	7	7	
Toledo, Wabash and Western, pref.	1,000,000	7	7	
Warren, guaranteed	1,800,000	7	7	
CANAL STOCKS:				
Delaware Division, guar.	1,633,350	8	8	
Delaware and Baritan, guar.	5,847,500	10	10	
Morris, preferred and guaranteed	1,175,000	10	10	118
" com. & guar.	1,696,000	4	4	45
Anykill Navigation, preferred	2,808,977	6	6	22

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 5¢; Scrap Wrought, 4¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness..... per ton 45 — @ 47 —	
Gartsherrie..... 40 — @ 47 —	
Glengarnock..... 40 — @ 41 —	
Eglinton..... 40 — @ 39 —	
Pig, American, No. 1..... 38 — @ 40 —	
Pig, American, No. 2..... 30 — @ 32 —	
Pig, American, Forge..... 25 — @ 30 —	
Bar, Refined, English and American..... 25 — @ 30 —	
Bar, Swedes, assorted sizes..... (gold) — @ 137 50	
STONE PRICES.	
Bar, Swedes, 1½ x 1½ & 1½ x 1½ sq. 1½ to 5½ to 1½ & 2 sq. 6 to 12 x 1½ & 1½ to 175 — @ —	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in..... — @ 82 50	
Bar Refined, 1½ to 6 by 1½ & 5-16 in..... — @ 87 50	
Bar Refined, 1½ to 1½ by 1½ & 5-16 in..... — @ 90 —	
Large Rounds, 2½ to 3½ & 4 in..... 92 50 @ 107 50	
Scroll..... 102 50 @ 135 —	
Ovals and Half-round..... 110 — @ 130 —	
Band, 1 to 6 in. by 3-16 to No. 12..... 102 50 @ 105 —	
Horse Shoe..... 117 50 @ —	
Rods, 1½ to 16 inch..... 92 50 @ 135 —	
Hoop, 5 by No. 22 to 1 & 1½ by 13 & 14..... 120 — @ 180 —	
Nail Rod..... per lb. — @ 9 —	
Sheet Russia, as to assortment..... (gold) — 174 — @ 184 —	
Sheet, Single, D. and T. Common..... 54 — @ 7 —	
Sheet, Doubles and Trebles, Charcoal..... 7 — @ 8 —	
Sheet Galvanized..... List 10 per ct. disc.	
Rails, English..... (gold) — per ton. 63 — @ 65 —	
Rails, American, at Works in Penna. c'y. 70 — @ 75 —	
Anvils (English)..... per lb. currency. — @ 9 —	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality)..... per lb. — 184 — @ 23 —	
English Spring (2d and 1st quality)..... — 94 — @ 104 —	
English Blister (2d and 1st quality)..... — 14 — @ 184 —	
English Machinery..... — 14 — @ 144 —	
English German (3d and 1st quality)..... — 124 — @ 144 —	
American Blister..... — 11 — @ 114 —	
American, Cast, Tool..... — 11 — @ 17 —	
American, Cast Spring..... — 11 — @ 11 —	
American Machinery..... — 114 — @ 12 —	
American German Spring..... — 9 — @ —	
NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Common..... per keg. — @ 4 75	
3d. and 4d. "..... — @ 5 —	
6d. and 7d. "..... — @ 5 25	
4d. and 6d. "..... — @ 6 50	
3d. "..... — @ 7 —	
2d. and 3d. Fine..... — @ 8 75	
Cut Spikes, all sizes..... — @ 5 —	
TIN—Duty: Pig, Bars and Block, 7½%; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Blanca..... (gold) — per lb. — 23 — @ 334 —	
Straita..... (gold) — 294 — @ 29 —	
English..... (gold) — 274 — @ 27 —	
Plates—Fair to good brands. Gold. Currency.	
I. C. Charcoal..... per box. 9 25 @ 10 — 11 25 @ 11 50	
I. C. Coke..... 8 50 @ 8 — 9 50 @ 9 50	
Coke Terne..... 7 — @ 7 75 8 25 @ 9 25	
Charcoal Terne..... 9 50 @ 9 75 11 — @ 11 25	
PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk)..... — 54 — @ — 54 —	
Crude 40@47 gravity (in shipping order)..... — 104 — @ —	
Refined, Standard White (in ship's order)..... — 16 — @ 164 —	
Refined, S. W. (in jobbing lots)..... — 164 — @ 164 —	
Refined, S. W. (in)..... — 21 — @ 24 —	
Naptha, Refined (65@73 gravity)..... — 94 — @ 10 —	
Residuum..... (in shipping order) per gall. — 10 — @ 104 —	
COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb. — @ 38 —	
Copper, Bolts..... — @ 40 —	
Copper, Braziers' (over 16 oz.)..... — @ 40 —	
Copper, Nails..... — @ 45 —	
Copper, Old Sheathing, &c., mixed lots..... — 21 — @ 21 —	
Copper, American Ingot..... — 24 — @ 24 —	
Copper, English Pig..... — @ 26 —	
Yellow Metal, New Sheathing & bronze..... — @ 28 —	
Yellow Metal, Bolts..... — @ 32 —	
Yellow Metal, Nails, Sheathing & Slating..... — @ 26 —	
LEAD—Duty: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.	
Spanish Ordinary..... (gold) per 100 lb. — 64 — @ 7 —	
German Ordinary..... (gold) — 64 — @ 7 —	
English..... (gold) — @ 7 —	
Bar..... — @ 9 25 —	
Pipe..... — @ 10 50 —	
Sheet..... — @ 10 50 —	
Colwells, Shaw & Willard Tin-Lined Lead Pipe 164c. pr. lb. Tatham's Improved Tin-Lined Lead Pipe..... 164c.	
COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, 75¢; other, 40 cents per 28 bushels of 50 lb. to the bushel.	
Liverpool Gas Cannel..... — 16 — @ 18 —	
Liverpool House Cannel..... — 20 — @ 21 —	
Anthracite (by cargo)..... per ton of 500 lb. 5 50 @ 6 50	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

Th. 16. F. 17. Sat. 18. M. 20. Tu. 21. W. 22

Boston, Hart. & Erie.....		65	90	90	89	90
Union Co.....		91	91	90	89	90
Central Pacific 6s.....		91	91	90	89	90
Central of N. Jersey.....		91	91	90	89	90
Chicago & Alton.....		92	92	90	89	90
pref.....		92	92	90	89	90
1 M.....		92	92	90	89	90
S. F.....		92	92	90	89	90
Ins. bds.....		92	92	90	89	90
Chicago, Burl. & Q.....		87	87	87	87	87
8s, 1888.....		105	105	105	105	105
Chic. & Northwestern.....		40	41	39	39	39
pref.....		66	67	65	65	65
1st M.....		94	94	94	94	94
S. F.....		94	94	94	94	94
Consol.....		94	94	94	94	94
Chic. Rock Isl. & Pac.....		89	91	91	91	92
Chi. R. I. & Pa. 7s, 1896.....		98	97	98	98	99
Clev. Col. C. and Ind.....		69	70	70	70	70
Clev. & Pittsburg guar.....		80	79	80	79	76
2 M.....		80	80	80	80	80
3 M.....		80	80	80	80	80
4 M.....		80	80	80	80	80
Clev. and Toledo.....		84	84	84	84	84
S. F. 7s.....		99	99	99	99	99
Col., Chi., & Ind. C.....		22	22	20	22	21
1 M.....		79	79	79	79	79
2 M.....		58	59	59	59	56
Del. & Hudson Canal.....		104	105	106	106	106
Del. Lack. & Western.....		87	89	89	88	88
1 M. 7s.....		89	89	89	89	89
2 M. 7s.....		89	89	89	89	89
Erie Railway.....		47	46	45	44	45
pref.....		65	65	64	64	65
1 M. 7s, 1897.....		89	89	89	89	89
2 M. 7s, 1879.....		89	89	89	89	89
3 M. 7s, 1883.....		89	89	89	89	89
4 M. 7s, 1880.....		89	89	89	89	89
5 M. 7s, 1888.....		89	89	89	89	89
7s, con. gold.....		89	89	89	89	89
Great Western 2d mort. 79.....		79	79	79	79	79
Hannibal & St. Joseph.....		23	23	25	25	22
pref.....		29	30	29	27	28
8s, conv.....		29	30	29	27	28
Hudson River.....		98	98	98	98	98
2 M. S. F.....		98	98	98	98	98
3 M. 7s, 1875.....		98	98	98	98	98
Illinois Central.....		98	98	98	98	98
7s.....		98	98	98	98	98
Lake Shore & Mich. S'th. 70.....		67	67	66	66	65
Marletta & Cin. 1st pref.....		22	22	22	22	22
2d pref.....		22	22	22	22	22
Michigan Central.....		68	72	70	71	71
S. F. 8s, 1882.....		72	72	72	72	72
M. S. and N. I. M. S. F. 100.....		100	100	100	100	102
2 M.....		100	100	100	100	100
Mariposa Mining Co.....		31	31	31	30	30
pref.....		54	55	56	54	53
Milw. and St. Paul.....		31	31	31	30	30
pref.....		54	55	56	54	53
1st mort.....		54	55	56	54	53
2d mort.....		54	55	56	54	53
3d mort.....		54	55	56	54	53
7 3-10s con.....		54	55	56	54	53
7s, gold.....		54	55	56	54	53
Missouri 6s.....		88	86	86	86	86
H. & St. J. 1s.....		89	89	89	89	89
Morris and Essex.....		85	85	86	85	84
1st mort.....		103	103	103	103	103
2d mort.....		95	95	95	95	95
N. Y. Cen. & Hud. Riv. 89		88	89	88	89	90
7s, S. F. 1876.....		90	90	90	90	90
6s, S. F. 1883.....		90	90	90	90	90
6s, S. F. 1887 87		85	85	85	85	85
N. York and Harlem.....		110	110	109	109	109
pref.....		110	110	109	109	109
1 M. 7s, 1873.....		110	110	109	109	109
N. York N. Hav. & Hart.....		125	124	124	124	123
N. Carolina 6s, old.....		125	124	124	124	123
new.....		125	124	124	124	123
Ohio and Miss.....		26	26	26	25	24
pref.....		60	60	60	60	60
2d M.....		77	77	77	77	77
Pacific Mail S. S. Co.....		34	32	33	32	32
Panama.....		93	94	93	94	90
Pitta., Ft. W. & Chi. gtd. 84		84	86	86	86	86
1 M.....		98	98	98	98	98
2 M.....		98	98	98	98	98
3 M.....		98	98	98	98	98
Quicksilver Mining Co.....		23	23	23	23	23
St. L., Alton & T. H.....		23	23	23	23	23
pref.....		23	23	23	23	23
1 M.....		23	23	23	23	23
2 M. pref.....		80	80	80	80	80
Income bds.....		76	75	75	75	75
Tennessee 6s, old.....		70	70	70	70	68
new.....		70	70	70	70	69
Tol., Wab. & Western.....		41	42	43	42	43
pref.....		42	43	43	42	43
1 M.....		82	82	82	82	82
2 M.....		85	85	85	85	87
Equipment.....		85	85	85	85	87
St. Lou. Div.....		80	80	80	80	80
Union Pacific.....		19	19	19	19	18
1st mort.....		74	74	74	74	73
L. Gt. 7s.....		65	67	66	66	65
Ins. 10s.....		60	61	60	62	60
Virginia 6s, old.....		45	45	45	45	45
new.....		45	45	45	45	45
consol.....		45	45	45	45	45
def. cert.....		45	45	45	45	45

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 22

Th. 16. F. 17. Sat. 18. M. 20. Tu. 21. W. 22

FEDERAL STOCKS:—									
U. S. 5s, 1874, reg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, reg...106	106	105	104	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, coup...106	106	106	106	106	106	.....	.....	.....	.....
U. S. 5s, 1881, reg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, coup...107	107	.....	107	107	108	.....	.....	.....	.....
U. S. 5s, 1881, reg.....	110	110	109	110	111	.....	.....	.....	.....
U. S. 5s, 1881, coup.....	112	111	.....	112	113	.....	.....	.....	.....
U. S. 5s, 5-20s, reg '62....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1862, 105	106	105	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, reg '64, 105	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1864, 106	106	.....	.....	.....	107	.....	.....	.....	.....
U. S. 5s, 5-20s, reg '65, 106	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1865, 109	107	107	.....	108	108	.....	.....	.....	.....
U. S. 5s, 5-20s, r. n. '65, 110	.....	.....	109	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. n. '65, 110	110	109	109	110	110	.....	.....	.....	.....
U. S. 5s, 5-20s, reg '67, 110	110	.....	111	.....	110	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1867, 111	111	111	111	112	112	.....	.....	.....	.....
U. S. 5s, 5-20s, reg '68, 111	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. '68, 111	111	.....	112	112	.....	.....	.....	.....	.....
U. S. 5s, Pac.R.R.issue, 109	109	109	108	108	109	.....	.....	.....	.....

London Stock Exchange.

—Closing Prices.—

W.15. Th.16. F.17. Sat. 18. M.20 Tu.21

Catawissa preferred ..	38	38	38	38	38	374
Camden and Amboy ..						
.. 6s, 1875				94		
.. 6s, 1883						
.. 6s, 1889						
.. mort. 6s, '89		96				
Elmira & Williamsport ..						
.. pref.						
.. 7s.						
Lehigh Navigation.....	26	24	24	24	23	23
.. 6s, 1884						
.. Gold L.						81
.. R. R. L.			85			80
.. Conv. L. '77						
Lehigh Valley R. R.....	56	56	55	55	54	55
.. 6s new coup		94		94		
.. 6s new reg.		96	96			
Little Schuylkill R.R.						
.. 7s.						
Minehill				50		50
Morris Canal.....						
.. pref.						
North Pennsylvania						
.. 6s, 1880						
.. 7s.	97				98	
.. 10s, 1887						
Northern Central						
Oil Creek & Alleg. Riv. 15						
.. 7s.	61	60		60		
Pennsylvania R. R.....	46	47	46	46	44	45
.. 1st M.						
.. 2d M.						
.. Gen. mort.						
.. reg.						
Penn. State 6s, 1st series						
.. 6s, 2d series						
.. 6s, 3d series						105
Philadelphia City, 6s ..	97					
.. new .....100		101	101	101	100	101
Philad. Germ. & Nor.....				83	83	
Phila. & Reading	49	50	50	50	48	49
Philadelphia and Erie.....						
.. 6s.			85			
.. 7s.						78
Phila., Wilm. & Balt.....						
Schuylkill Navigation.....						
.. pref.						
.. 6s, 1882						65
.. 6s, 1876						
.. 6s, 1872						
United Co. of N. Jersey 11	115	114	114	114		114
Hestonville, (Horse).....	15	15	15			15
Chestnut & Wal.						
Green & Coates						
2d and 3d streets			57	56		
Spruce and Pine						
15th and 15th sta.						

American Railroad Journal.

Saturday, October 25, 1873.

W.15. Th.16. F.17. Sat.18. M.20. Tu.21

Baltimore City Co., 1875.....	95	.....	.....	.....	.....
.. 1886.....	.....	.....	.....	.....	.....
.. 1890.....	95½	95½	95	95	95
.. 1884.....	.....	.....	.....	.....	.....
.. 1900.....	.....	.....	.....	.....	.....
Balt and Ohio.....	160	162	.....	.....	.....
.. bonds, 1875.....	.....	.....	.....	.....	.....
.. 1880.....	.....	.....	.....	.....	.....
.. 1885.....	91	.....	.....	.....	.....
Marietta & Cin. 1st M.....	.....	98	.....	.....	97
.. 2d M.....	87	.....	.....	.....	.....
.. 3d M. 8a.....	72	.....	.....	.....	67
Northern Central.....	.....	.....	.....	.....	.....
.. bonds, 1885.....	.....	.....	.....	.....	85½
.. 1900.....	.....	.....	.....	.....	.....
Pittsb. & Connellsv. 7a.....	84½	.....	.....	.....	84
N. W. Va. 1st mort.....	.....	.....	.....	.....	.....
.. 2d mort.....	.....	.....	.....	.....	.....
.. 3d mort.....	47	47½	46½	47	47½
Virginia Cr. Canal.....	46	48	47½	46½	47
.. Defert. Certif.....	.....	8	.....	.....	.....
City Passenger R R.....	.....	.....	.....	.....	.....

	1870	1871	1872	1873	1874	1875
Boston and Albany	142	141	141	141	141	141
Boston and Lowell	142	104	141	141	141	141
Boston and Maine	114	174	141	141	141	141
Boston and Providence	146	147	147	147	147	147
Boston, Hartford & Erie	22	22	22	22	21	21
7s.	22	22	22	22	21	21
Cheshire, pref.	88	89	89	89	88	88
Chl., Burl. & Quincy	88	89	89	89	88	88
Concord	92	92	92	92	92	92
Connecticut River	92	92	92	92	92	92
Eastern	92	92	92	92	92	92
Fitchburg	72	72	72	72	71	71
Manchester & Law'rence	69	72	72	72	71	71
Michigan Central	69	72	72	72	71	71
Northern, N. H.	102	101	101	101	101	101
Ogdens. & Lake Champ	56	110	110	110	110	110
pref.	110	110	110	110	110	110
Old Colony	110	110	110	110	110	110
Ph., Wtl. & Baltimore	51	51	51	51	51	51
Portl'd, Saco & Ports.	123	123	123	123	123	123
Union Pacific	73	73	73	73	73	73
6s.	73	73	73	73	73	73
" Land Grant 7s.	73	73	73	73	73	73
Income 10s.	73	73	73	73	73	73
Vermont & Canada	60	60	60	60	60	60
Vermont & Mass.	60	60	60	60	60	60
South Boston (Horse)	60	60	60	60	60	60
Cambridge	60	60	60	60	60	60
Metropolitan	60	60	60	60	60	60
Middlesex	60	60	60	60	60	60
Central Mining Co.	60	60	60	60	60	60
Copper Falls	60	60	60	60	60	60
Franklin	60	60	60	60	60	60
National	60	60	60	60	60	60
Quincy	32	32	32	32	32	32

		Closing Prices.	
		Oct. 10.	Oct. 8.
Atlantic & Gt. W. 1st mort., \$1,000..	73	75	74
Do. 2d mort., \$1,000.....	59	61	61
Do. Con. mort. B'nds Bisch's Cert. .	34	36	35
Do. Reorg. Scrip.....	95	100	95
Do. Leas. Lines, Rental Bonds.....	86	88	86
Detroit & Milwaukee 1st mort. Bonds	65	70	68
Do. " " 2d do.....	62	67	65
Erie 1st shares 100 dol. all paid.....	41 1/2	41 1/2	43
Do. 6 per cent Convertible Bonds..	96	98	98
Do. Cos. Mort. amount autho. to be issued for conv. of existing bonds..	92	94	92
Illinois Central 100 shares all paid..	83	85	83
Do. Redemption mort. bonds 6 p.c. .	99	101	99
Illinois & St. Louis Bridge 1st mort. .	99	101	98
Marietta and Cincinnati Rail. Bonds.	82	86	83
Michigan Central 8a 1882, conv.	99	100	99
Panama 2d mort.....	77	79	77
Panama General mort.....	97	99	94
Pennsylvania, 2d mort.....	96	97 1/2	96
Do. General mort.....	97	99	98
Do. \$50 shares.....	41	43	40
Philadelphia and Erie 1st mort.....	96	98	95
Do. with option to be paid in Phila.	97	98	97

Stock Exchange and Money Market.

Some improvement has been noted in the financial situation. There has been a further increase in the amount of loanable funds available at this point, and lenders have shown a more accommodating disposition, though yet evincing extreme caution in the selection of collaterals. The city banks are stronger in their legal tender reserve item, though not reporting directly their gains, in this line. They are more liberal in their currency disbursements, and an early and general resumption of such payments is now confidently looked for. These circumstances are very favorably interpreted, and a more cheerful temper is apparent in business circles. Money is quoted at 7 per cent on call, as the rule, to the more prominent of the street houses. A readier sale is noted for choice grades of commercial paper within the range of 12@18 per cent per annum. The advices of an advance in the Bank of England rate to 7 per cent, and of the probability of a further rise, have more directly affected the course of Gold and Foreign Exchange. The domestic exchanges are working somewhat better than they were a week ago, but are yet far from

being on a satisfactory basis, various rumors as to impending Government action in connection with the financial position were circulated toward the close, but were not deemed very reliable. Some of them were considered wholly improbable.

The cash balances in the Treasury on Tuesday were as follows: Currency, \$3,215,239; special deposits of legal tenders for the redemption of certificates of deposit, \$11,580,000; coin, \$80,552,863. Coin certificates, outstanding, \$29,147,400. Outstanding legal tenders, \$359,866,488.

The U. S. Sub-Treasury, last week, reduced its currency balance \$511,562, and added to its coin reserve \$2,343,038. Its currency balance at the close of the week was \$2,457,997; and its coin reserve \$48,011,193.

Gold has been more active, and toward the close, stronger as to price, with some show of spirit and confidence in the speculative dealings, though the customs demand has been moderate, and the export drain unimportant. The extremes of the price have been $107\frac{3}{4}$ @ $108\frac{1}{4}$, closing on Wednesday at $108\frac{1}{2}$ as against $108\frac{3}{4}$ on Wednesday of the preceding week. The specie outflow, last week, was only \$336,429. The imports of specie last week were \$1,138,983, and since Jan. 1, \$10,206,370, as against \$5,082,242 same time last year.

The customs demand for Gold last week, averaged \$302,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$104,118,702, against \$124,970,496 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$55,758,073, against \$61,150,949 during the same time in 1872. The export drain of specie since January 1, 1873, has been \$48,094,812 against \$61,358,996 during the same portion of 1872.

Foreign Exchange has shown more firmness, with a better demand noted for prime bills, the offerings of which have been rather less extensive. Bankers' sixty day bills on London closed on Wednesday at 107@107¼; sight bills on London, at 108@108¼. The week's exports of Domestic Produce have been to the currency value of nearly 7½ millions.

Government securities have been more sought after on investment account, and though opening heavily were quoted much firmer in price toward the close. The offerings have been very moderate of all issues.

U. S. sizes of 1881 closed on Wednesday of this week at $112\frac{1}{4}@113$; U. S. Five-Twenties of 1862, $106@106\frac{1}{2}$; U. S. Five-Twenties of 1864 at $106\frac{1}{2}@107$; U. S. Five-Twenties of 1865 $107\frac{1}{2}@108$; U. S. Five-Twenties of 1866 consolidated $110@110\frac{1}{4}$; U. S. Five-Twenties of 1867, $112\frac{1}{2}@112\frac{1}{4}$; U. S. Five-Twenties of 1868, $112@112\frac{1}{4}$; U. S. Ten-forties at $105\frac{7}{8}@106\frac{1}{8}$; U. S. Fives of 1881 (Funding Loan) $107\frac{1}{2}@108$; Six per cent. currency Sixes from $108\frac{1}{2}@109$.

Business in Railway and Miscellaneous securities has been in very moderate request and irregular as to price.

State and Railway bonds have been comparatively dull, and values have been generally nominal and irregular. Central Pacific first mortgage six per cents closed at from 89@90.

The exports of cotton for the week increased 1,351 bales from New York and 8,619 bales from the Southern ports over the previous week. The receipts at the various ports also improved to 78,000 bales, but they are still behind last season owing to the Money panic and the fever at Memphis and other points. The total receipts since the beginning of the new crop year, Sept. 1, are 261,000, against 416,000 bales to date last year.

The import entries of foreign merchandise, at New York, including dry goods amount for the past week to \$4,918,000, as compared with \$5,301,197 same week last year. The exports of domestic produce are \$7,430,526, as against \$5,366,824 last year. The exports of Gold and Silver \$336,000, as against \$719,988 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$1,813,000, comparing with \$2,746,000 same week last October.

General business has shown a fair degree of animation in the line of domestic produce, with prices of Breadstuffs, Cotton and Provisions closing more firmly; and of Live Stock about steady. Groceries irregular; Petroleum and Naval Stores weak. There has been some increase of demand for Metals, but at unsettled prices. Ingot Copper has been in better demand from manufacturers at rather lower prices. Sales have been 500,000 lbs., at 21c. @ 21½c. for Baltimore, and 24c. @ 24½c. for Lake. Lead has been sparingly dealt in, with ordinary foreign quoted at 7c., gold. Spelter has been quiet, at 7½c. @ 7½c., gold. Tin has been very quiet with sales in instances at concessions; 500 bxs. Coke Plates were sold at \$8 @ \$8 25 and 250 bxs. Charcoal do. at \$9 75 @ \$10, gold. The quotations are \$9 75 @ \$10 25 for I. C. Charcoal Plates; \$9 50 @ \$9 75 do. for Charcoal Terne; \$8 @ \$8 25 do. for I. C. Coke, and \$7 @ \$8 for Coke Terne. Pig-Tin has been dull; Straits, 29½c. @ 30c., gold; English, 27c., do. Iron has been inactive, with cash buyers obtaining further concessions; Glengarnock, from yard, has been sold at \$44 @ \$45; Glengarnock quoted \$42 @ \$44; Eglington, \$41 @ \$41 50; No. 1 American \$40 @ \$41; No. 2 do., \$30 @ \$35; New Rails at \$62 @ \$63, gold, for English, and \$70 @ \$75 for American. Ocean freights have been more active and much firmer, with the main call for accommodation for Grain Flour, Cotton, Petroleum, Rosin, Tobacco, and Staves.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 21; Gt. Western 1st mort., 1888, 89; Milwaukee and St. Paul 1st mort., LaC. div. 80; Ohio and Miss. 7s, consol., S. F., 87; Central of New Jersey 1st mort., new, 103; Central Pacific State-aid bonds, 100; Lake Shore div. bonds, 85; Albany and Susq. 2d mort., 89½; Lake Shore and Michigan Southern 7s, consol., coupon, 89½; Pacific R. R. 7s, guar. by Mo., 91; Michigan Central 7s, 94; N. Y. Central 6s, N. F. issue, 85; Toledo, Peoria and Warsaw 1st mort., W. D., 78; Galena and Chicago 2d mort., 97; Clev., Painesv. and Ash. 7s, new, 90; Delaware, Lackawanna and Western 7s, conv., 94; Clev., Col., Cin. and Ind. 1st mort., 99; St. Louis and Iron Mt. 1st, mort 90; Pacific R. R. of Mo., 82; do. 2d mort., 70; Renaselaer and Saratoga R. R., 97; Western Union

Telegraph, 58½; do. 7s, 88½; Am. Exp., 53; Adams Exp., 80; U. S. Exp., 53½; Wells-Fargo Exp., 61¾; Consol. Coal of Md. 43; Pennsylvania Coal, 250; Maryland Coal, 15; N. Y. State 7s, B. L., reg., 104½; South Carolina 6s, new, Jan. and July, 11.

Philadelphia.—Philadelphia and Reading 7s, new, conv., 95; do. Gen'l mort., 7s, coupon, 97; do. reg., 97½; Belvidere Delaware 3d mort., 75; Camden and Atlantic 2d mort., 90; Lehigh Valley 7s, new, 100; Catawissa R. R., 12; do. new, pref., 28; Pennsylvania Canal, 11; Nesquehoning R. R., 50; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 96@97; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 102½@104; do. 3d series, 104@106; Philadelphia and Reading 49¾@50; do. Gen'l mort. 7s, coup., 96@97; do. reg., 97½@98; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 96@97; United New Jersey R. R. and Canal Co., 114@114½; Camden and Amboy 1st mort. 6s, 1889, 96@97; do. 1883, 88@90; do. 1889, —@85; Pennsylvania R. R., 45½@45½; do. 1st mort., 98½@99½; do. 2d mort., 95@95; do. General mort. coupon, 85@89; do. reg., 90@92; Little Schuylkill R. R., 43@45; Morris Canal, 45@48; do. pref., —@118; do. 6s, 85@92; Susquehanna Canal, 6@9; do. 6s, 66@75; Schuylkill Nav., 5@7; do. pref., 9@11; do. 6s, 1882, 64@66; do. 1872, 75@80; Elmira and Williamsport pref., 86@88; do. 7s, 1873, 93@97; 5s, do. 50@60; Lehigh Coal and Navigation 23½@23½; do. 6s, 1884, 84@85; do. R. R. Loan, 79@81; do. Gold Loan, 80@81; North Pennsylvania, 47@47; do. 6s, 98¼@99½; do. 7s, 97½@99½; do. Chatte 10s, 103@105; Philadelphia and Erie, 15@18; do. 6s, 80@85; Minehill, 50@51; Catawissa, 11½@12½; do. pref., 37@38; do. 7s, 1900, 95@97; Lehigh Valley, 54½@55; do. 6s, new coupon, 93@94; do. reg., 95@96; do. 7s, 99@100¾; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 56½@56½; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 26@31; Green and Coates 44@46; Chestnut and Walnut, —@56½; Hestonville, 15@17; Germantown, 28@—.

Boston.—Burlington and Missouri River R. R. in Iowa, 87; do. in Nebraska, 45; do. 8s, in Nebraska, 90; Atchison, Topeka and Santa Fe 1st mort., 59¾; do. 7s, L. G., 60; Jackson, Lansing and Saginaw 8s, 1892, 96¾; Michigan Central 8s, 1882, 101; do. 7s, 1902, 93¾; Old Colony 8s, 1877, 100½; Chicago and Iowa 1st mort. 8s, 1900, 95; Boston and Albany 7s, 1892, 103½; Eastern 7s, 1882, 97; do. 1887, 98; do. ind., 96; Chicago, Burlington and Quincy 7s, 89¾; Vermont Central 1st mort., 20¾; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 92½; Western R. R. 6s, 1875, 97¾; Norwich and Worcester R. R., 120; Boston and Lowell R. R., new, 104; Worcester and Nashua R. R., 124½; Cincinnati, Sandusky and Cleveland R. R., 10; Boston Water Power Co., 14½; Cary Imp., 6½; Maine 6s, 97; New Hampshire 6s, 1904, 95¾; Chicago 7s, 93½; Boston 6s, 1880, currency, 97¾; Lynn 6s, 1891, 92¾; Charlestown 6s, 1893, 93½; Cleveland 7s, 1877, 97½; Cincinnati 7 30s, 1889, 102¼; Salem 5s, 1882, 89½; St. Louis 6s, 1888, 84½; do. 1887, 87½; Toledo 8s, 1888, 101; Cook Co., Ills., 7s, 1892, 92½; Charlestown 6s, 1887, 90; do. 1892, 93; Norwich 7s, 100; Calumet and Hecla,

129½; Eagle River, 1½; St. Clair, 1½; Rockland, 1½; Pewabic, 7½; Shuniah Silver, 15c.

Baltimore.—Maryland Defense 6s, 101½; do. 6s, 1890, 96; Virginia consols, coupons, 74½; Orange, Alex. and Manassas 7s, 72½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@70; Pittsburg and Connellsville 7s, 1898, 83@86; Baltimore and Ohio, 155@161; do. 6s, 1875, 95@98½; do., 1880, 97@97; do., 1885, 90@94; Parkersburg Branch, 9@11; Northern Central, 25@26; do. 6s, 1885, 85@90; do., 1900, 80@85; do., 6s, 1900 gold, 81@83; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 80@90; Marietta and Cincinnati 1st mort. 7s, 1892, 96@98; do., 2d mort., 7s, 84½@91; do., 3d mort., 8s, 67½@69¾; Central Ohio, 34@40; do. pref., —@39; do. 1st mort., 78@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@72; Orange and Alexandria 1st mort. 6s, —@96; do., 2d mort. 6s, 75@85; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 70@73; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@76; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 95@96; do., 1884, 95@95; do. 1886, 96@96; do. 1890, 94½@95; do., 1893, 95@96; do. 1893, exempt, 100@101½; do., 1900, exempt, 94@94¾; do. 1900, new, 95@96½; do. 1902, 95@98; Memphis City 6s, ..@50; Maryland Defense Loan, 1883, 101¼@102½; Virginia 6s, old, 37@—; do. coupon old, 33@36; do. consol. 6s, 47½@48¾; do. coupons, 72@74¾; West Virginia, 8@10; City Passenger R. R., 10@18; George's Creek Coal, 116@135.

Canal open all Winter.

Increasing the facilities for canal transportation is fast becoming one of the great problems of the day. We have got to face it, and not only that, somebody must and will go to work and cypher it out.

Shall this State incur the enormous expense of enlarging her canals? Perhaps even that should be done, if no cheaper or better method of enlarging their capacity presented itself.

The State has already moved in the matter by offering a liberal prize for the solution of this question, and tests of some speculative schemes have recently been made; assuming that none of them will be found to answer, we are forced to look further, and, as we hope, fare better.

We have in our mind at this time, a practical system of steam towage, which, of our own knowledge, has stood the test of actual trial for several years, and which seems to us to be the only common sense plan of insuring success in this matter without much if any expense to the State. As to the plan in question, we may have more to say at another time.

But what we started out to say, or ask, was, can any method be devised whereby the system hinted at, or any other, for canal traverse, be enabled to operate all the year round? If so, the great transportation problem will have been solved.

To effect this, we observe that some ingenious, or at least inventive engineer has started the theory of laying hot water pipes the whole length

of the canal, and during the two months of freezing weather, these pipes are to be supplied with water from boilers, placed at suitable distances along the canal. The pipes being submerged a few inches, it is calculated the heat thus given off near the water's surface, will sufficiently warm its whole superficial area, as to prevent any accumulation of ice whatever, and thus permit of their being navigated all through the winter.

In these days of astonishing discoveries and inventions, we are not bold enough to declare anything impossible; therefore we say to the author of the hot water idea, go ahead—test your theory and establish its practicability, and we shall hail its application to the Erie canal as one of the greatest boons that can be conferred, not only upon the people of this State, but of the whole country.

Keep the canal free of ice and open all the year, and we think, indeed we are sure, the other half of the great question is already solved.

Is It Persecution or Patronage?

We observe that a certain branch of the Government still keeps up a petty war on the Canal boats, by its most provoking and, as we believe, unlawful exaction of that everlasting tonnage tax.

The United States Courts have decided against the exaction, as unlawful, and why not therefore obey the mandate, and gracefully drop the subject.

These boats are mere floating tubs, propelled by hand or horse power, on artificial waters, and are in no legal sense, and certainly not by common sense, maritime craft at all.

Wherefore, then, these seizures of peoples' boats and other property, with a variety of vexatious proceedings, causing great delay and consequent loss to the owners? By and bye we shall see the Government mulcted in suits at law, involving doubtless heavy damages.

As the matter presents itself to us, it certainly seems as if the canal men were entirely in the right in this controversy, and the Government not only in the wrong, but made the instrument of discouraging trade, and actually obstructing legitimate, internal commerce, by embarrassing the free navigation and working of the great canal arteries of the country.

Surely, some petty official or other, must have if not an axe, at least several little hatchets to grind in this matter. Who are those persons?

The Great Vapor Fuel Fight.

It is about this time, we believe, that the case should come off in the Supreme Court of the District of Columbia, between certain litigants, wherein is involved quite a large sum of money, obtained under Patents for alleged discoveries in the Vapor Fuel line.

The writer is prepared to say and maintain, that though the expected decision may settle all questions as to certain moneys obtained, yet, originality and priority of invention, even in the very matter before the court, must be looked for quite in another direction. On this subject, we have considerable to say at the proper time.

The Swampscott Branch of the Eastern Railroad extending from the Swampscott station to the depot of the old Marblehead branch, was opened to public travel on the 20th inst.

Commerce of New York.

The foreign imports at New York for the month of September, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumption...	\$17,298,016	\$15,552,471
Do. for warehousing....	9,143,531	8,554,041
Free goods.....	7,849,413	5,666,223
Specie and bullion.....	2,088,045	876,261

Total entered at port...	\$36,379,005	\$30,648,996
Withdrawn fr. wareh'ouse	15,156,684	10,643,181

The foreign imports at New York for nine months from January 1, were:

	1872.	1873.
Entered for consumption...	\$159,292,057	\$143,353,313
Do. for warehousing...	147,989,463	100,371,260
Free goods.....	37,998,958	67,980,217
Specie and bullion.....	5,002,483	3,901,492

Total entered at port...	\$350,282,961	\$315,586,282
Withdrawn fr. wareh'ouse	127,863,482	95,840,250

Revenue from customs at New York:

	1872.	1873.
In September...	\$13,274,126 81	\$10,959,722 11
8 months.....	100,409,026 92	85,013,531 93

Eight months...\$113,683,153 73 \$95,973,254 04

The exports from New York to foreign ports in the month of September, were:

	1872.	1873.
Domestic produce.....	\$18,950,574	\$25,089,449
Foreign free goods.....	81,297	155,607
Do. dutiable.....	652,927	553,986
Specie and bullion.....	1,432,635	1,502,625

Total exports.....	\$21,117,433	\$27,301,667
Do. exclusive of specie.	19,684,798	25,799,042

The exports from New York to foreign ports for nine months from January 1, were:

	1872.	1873.
Domestic produce.....	\$158,102,659	\$206,756,640
Foreign free goods.....	1,147,843	1,618,167
Do. dutiable.....	7,418,010	6,877,128
Specie and bullion.....	58,382,370	41,559,101

Total exports.....	\$225,050,382	\$256,811,036
Do. exclusive of specie.	166,668,012	215,251,935

The report of the Commissioners of the Sinking Fund of Pennsylvania shows that there was a balance in the Treasury on October 1st of \$1,707,658; that during September the debt was reduced by the redemption of loans \$209,800, and that the whole debt of the State now is \$25,871,716. On the 1st of December, 1872, the debt of the State was \$27,303,594, so that during the last ten months there has been a reduction of \$1,431,878. In the last four years and ten months the State debt has been reduced \$6,941,824.

Thornton K. Lothrop has been elected President and John L. Perry Clerk of the Wolfborough Railroad Company. The directors are: Thornton K. Lothrop and B. T. Reed of Boston, George W. Burleigh of Great Falls, J. M. Brackett, Joseph L. Avery, Blake Folsom of Wolfborough, J. W. Sanborn of Wakefield. The road is in a prosperous condition and shows a large increase of business over last year.

A contract has been made for the extension of the Washington and Ohio Railroad to Winchester early next year. The work of building piers for the ferry between the Orange and Alexandria Railroad and the proposed East Alexandria Railroad, to connect with the Baltimore and Ohio Railroad, will be begun in a few days. The timber for the purpose has already arrived.

Portage Lake Ship Canal.

The Portage-Lake Ship Canal is completed and open to navigation, and vessels have passed through. It avoids the necessity of rounding Keewenaw Point, Lake Superior. The canal is two miles and 1,800 feet long, 100 feet wide at the narrowest point, and at no place less than 14 feet of water, there being in fact 16 feet most of the way. The piers are each 1,000 feet long, extending into Lake Superior, and forming an excellent harbor. They are built of cribs 30 feet wide and filled in with stone, making a channel 250 feet wide. The sides of the canal are protected by sheet-piling, there being two rows of piles seven feet apart, the outer row having four inch plank behind it. This is to prevent the canal from filling up with sand from the sides. The work has been done under the superintendence of R. P. Mulick, Mr. J. H. Forster, being the State Engineer. It was finished by order of the United States Court, S. L. Smith being the Receiver. The cause of this was some complications between the contractors and the Portage Lake Canal Company. The completion of the canal shortens the navigation of Lake Superior 170 miles.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending October 11, at 479,043 tons, and for the coal year 15,820,627 tons, against 15,043,780 tons to corresponding time last year, being an increase of 776,847 tons. The bituminous tonnage for the week is 86,318 tons, and for the year 2,537,964 tons, giving a total of all kinds for the week of 565,364 tons, and for the year of 18,368,571 tons, against 17,231,940 to same time last year, being an increase of 1,126,651 tons.

The shipments of Cumberland coal for the week ending October 11 amounted to 65,021 tons 7 cwt., an increase of 18,368 tons 12 cwt., compared with the corresponding week of last year. For the year to that date 2,000,703 tons 4 cwt. were shipped, showing an increase of 238,070 tons 12 cwt. over the same period in 1872.

The Taunton Locomotive Manufacturing Company recently shipped four 26-ton locomotives for the Maronnas, Panda and Montevideo Railway Company. They are highly finished, have five-feet driving-wheels and cylinders 14 by 22 inches, nickel-plated. In packing them 125 cases were used, requiring 10,000 feet of lumber.

The Bessemer department of the Bethlehem Iron Company, in Pennsylvania, which made its first blow on the 4th instant, has proved a success in every respect. The quality of the steel is excellent, and the whole progress of conversation from cupola to ingot satisfactory in every respect.

Wm. H. Aspinwall, Adam Norrie, Warren Delano, William Whitewright, Jr., and Henry A. Mott, have been elected directors of the Cumberland and Pennsylvania Railroad.

The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 8, are: freight, \$79,219 45; passengers, \$37,093 23—total, \$116,312 68.

The earnings of the Erie Railway Company for the week ending Oct. 7, 1873, were \$429,481—an increase over the corresponding period of the previous year of \$25,622.

Statistics of Commerce and Navigation.

From the official synopsis of the Report of the Bureau of Statistics we learn that the imports into the United States for the year ended June 30, 1872, amounted to \$640,338,766; domestic exports (specie values) for the same period, \$501,285,371; foreign exports, \$22,769,749. For the twelve months ended June 30, 1873, the imports amounted \$668,410,597; domestic exports, (specie values) \$578,938,985; foreign exports, \$28,148,481. In 1872 the imports consisted of \$626,595,077 worth of merchandise and \$13,743,689 in specie and bullion. The domestic exports (specie values) for the same period were—merchandise, \$428,487,181; specie, \$72,798,240; foreign exports—merchandise, \$15,690,455; specie, \$7,079,294. In 1873, the imports were: merchandise, \$611,929,660; specie, \$21,480,937, domestic exports (specie values)—merchandise, \$505,033,439; specie, \$73,905,546; foreign exports—merchandise, \$17,445,453; specie, \$10,703,028.

The value of foreign commodities remaining in warehouse June 30, 1872, was \$122,211,266 as compared with \$77,646,579 June 30, 1873.

Making allowance for the difference in the warehouse accounts, the imports for the fiscal year ended June 30, 1873, are in excess of the domestic and foreign exports combined, in the sum of \$100,887,818, while for the same period of 1872 the excess of imports over exports was only \$62,397,039.

The values of the imports and exports carried in American and foreign vessels and in cars and other land vehicles, respectively, during the twelve months ended June 30, 1872 and 1873, were as follows:

FISCAL YEAR ENDED JUNE 30, 1872.

	Imports.	Domestic exports (mixed values.)	Foreign exports.
Vessels.			
American	\$177,286,802	\$161,310,869	\$6,722,462
Foreign	445,416,783	381,620,692	12,311,355
Land vehicles	17,635,651	6,279,157	3,735,932

FISCAL YEAR ENDED JUNE 30, 1873.

	Imports.	Domestic exports (mixed values.)	Foreign exports.
Vessels.			
American	\$174,536,454	\$163,110,634	\$8,455,094
Foreign	471,808,695	478,236,854	16,679,032
Land vehicles	17,070,548	7,785,075	3,014,355

A comparison of the above table shows that during the year ended June 30, 1873, more than 73 per cent of the total trade by water was in foreign vessels, and for the corresponding period of 1872 the value of articles carried in foreign vessels was about 76 per cent.

The number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the United States during the fiscal year ended June 30, 1872, were as follows.

	Entered.		Cleared.	
Vessels.	No.	Tons.	No.	Tons.
American	10,624	8,711,846	10,492	8,682,809
Foreign	18,657	8,094,577	18,759	7,051,425

Total...29,281 10,806,423 29,251 10,733,734

FISCAL YEAR ENDED JUNE 30, 1873.

	Entered.		Cleared.	
Vessels.	No.	Tons.	No.	Tons.
American	11,266	3,612,631	11,559	3,756,564
Foreign	20,379	8,083,087	20,493	8,065,181

Total...31,645 11,695,718 32,052 11,821,695

The arrivals of emigrants from Great Britain and Germany for the year ending June 30, 1873, amounted to 316,514, against 294,735 for the previous year—a gain of 21,779. The following are the official figures for 1873: From England, 74,818; from Ireland, 77,344; from Scotland, 13,841; from Wales, 840—total from Great Britain, 166,843; from Germany, 149,671. Appended is the report of immigration from the above countries for the last fiscal year by quarters: First quarter ended September 30, 1872, from Great Britain, 42,696; from Germany, 36,039; second quarter, ended December 31, 1872, from Great Britain, 26,907; from Germany, 37,633; third quarter, ended March 31, 1873, from Great Britain, 15,920; from Germany, 14,842; fourth quarter, ended June 30, 1873, from Great Britain, 81,320; from Germany, 61,157. Total for 1873 from Great Britain, 166,843; total from Germany, 149,671.

Fuel Economy—Heated Air in Combination with Steam.

The railways of the United Kingdom consume about 5,000,000 tons of coal a year. It is estimated that the invention of the use of heated air in combination with steam saves 12½ per cent of fuel. This being so, the application of this improvement would save upwards of 600,000 tons of coal per annum, and as coal now costs railway companies on the average perhaps full 20s. a ton, here would be a saving to our railway companies of £600,000 a year. The whole of the railway passenger duty comes to £400,000 a year. The coal economy referred to would effect a saving to railway companies 50 per cent greater than the total abolition of the passenger duty, about which we have heard so much in late times. The question of the coal saving is therefore a matter of importance.

Mr. Richard Eaton, of North Mimms Park, Hatfield, read last week a paper before the Mechanical Section of the British Association for the Advancement of Science at Bradford (Mr. W. H. Barlow, C. E., in the chair) as to further results obtained from the use of heated air with steam, and from this paper we make the following extracts, the public importance of the question being our excuse for the occupation of so much of our space:—

"In the case of the locomotive named, an air-pump, single acting, driven from one of the main cross-heads, and secured to the frame work of the engine, in the place originally occupied by the feed-pump, conveys a continuous supply of air, taken from the atmosphere, in its natural state, through a coil of pipes, fixed in the smoke box, into the boiler, at an average temperature of about 650 deg. Fahr. Within the boiler the heated air is distributed, and is continually rising, scattering the cohesion of the molecules of water, increasing the heating surface, promoting ebullition, joining the steam on its passage to the cylinder, and there greatly aiding the energy of the steam by retarding condensation, and following a higher curve of expansion. The action of the heated air also prevents a permanent settlement of incrustation on the boiler, fire-box, or tubes, entirely abridges priming, and diminishes the liability to explosion. The duration of boiler, tubes, and fire-box is prolonged by the non-deposit of scale, and steam is more quickly generated and more easily kept up. A considerable economy of fuel has been produced, as shown by the following facts, drawn from official sources exclusively, and amply verified. This locomotive, No. 369, has been working goods traffic mainly, and the following table shows her train mileage and fuel consumption for two periods of twelve months respectively, the one before, and the other after, the addition of the hot air system. It is a subject for regret that the exact load drawn by each engine cannot be given, but this is simply impossible, without immense labor and interference with business.

Every reasonable facility for arriving at the truth has been cheerfully accorded by the officials, superior and subordinate. During the twenty-one months use of the air system in No. 369, in which period she has done very heavy work, a remarkable freedom from leakage, attributed to the absence of scale, has been observed. The little trouble given by the engine generally, has often been referred to, and the books of the company prove that the "running shed" expenses of No. 369 have been the lowest of the six engines working together. She still has the tubes in work that were first inserted at her construction, bearing date January, 1868. Locomotive No. 38 is a sister engine to No. 369 in all respects, excepting the air apparatus, and during the twelve months referred to has been over the same district, and drawing the light loads, as No. 369, so far as it has been possible to assimilate them in the ordinary working routine. Their fuel consumption also is given by way of contrast. No allowance is made for the detentions, which are long and frequent.

	Engines.	Engine miles run.	Coal consumed. Tons cwt.	Av. lbs. per mile.
1871....	No. 369	21,048	003 6	42.92
	In steam and air.			
1872-'3 ..	No. 369	27,934	472 10	37.89
	In steam.			
1872-'3 ..	No. 38	28,053	550 10	43.95

As there are six engines constantly employed on the Liverpool and Normanton goods service, and each takes its varied turn per week, so as to make the duty alike to all, a six weeks' comparison is given. Although the power of four of the six exceeds that of the other two, the loads are stated to have been as equal, in practice, as they could well be made.

	Six weeks ending July 3rd, 1873;—			
Engines.	Diameter of cylinder.	Engine miles run.	Coal consumed. Tons. cwt.	Average lbs. per mile.
369	15 in.	4,477	65 5	32.64
Steam and air.				
38	15 in.	3,987	74 0	41.57
Steam.				
329	16 in.	4,700	84 15	40.39
381	17 in.	4,353	74 15	38.47
383	17 in.	4,698	75 15	36.11
391	17 in.	4,310	77 5	40.15

Total 26,525 451 15

An analysis of the above figures shows:

	lbs. per mile.
Average fuel consumption, No. 369.....	32.64
Do. do. of the six engines.....	38.15
Do. do. of the five, excluding No. 369.....	39.26

Tons cwt. qrs. lbs.

No. 369 consumed on 3,987 miles of her work, 32.64 lbs. per mile 58 1 3 19
No. 38 consumed on like mileage 74 0 0 0
No. 369 ran 4,447, the other five ran 22,048 miles. Assuming that loads were equal, on an average, as it is believed was the case, the other five engines would have consumed, in the six weeks, on their 22,048 miles, if calculated on the basis of—

	Tons cwt. qrs. lbs.
No. 369, 32.64 per mile.....	324 5 1 18
As against actual consumption, 386	10 0 0

Extra consumption of five engines..... 65 4 2 10
Or, per engine per week..... 2 3 1 26

The injector is used constantly on No. 369, and the mode of working the air apparatus is learned, by any driver, of ordinary intelligence, in a few minutes. It is self evident that the atmosphere of tunnels must be improved in proportion to a diminished fuel consumption and the value of the use of compressed air, in improving ventilation, has been abundantly established in collieries where coal cutting machinery is worked on that principle.

ple." * * "The Directors of the Lancashire and Yorkshire railway have given practical aid to the thorough investigation of the principle by placing No. 369 at the service of the Institution of Mechanical Engineers in 1872, and of the British Association on the present occasion. It is hoped that the opportunity accorded may be taken advantage of, in the cause of science and progress, and in the study of the momentous question of 'fuel economy.'"—*Herapath.*

Our Future Wealth.

That our country is eventually to take the lead in wealth must be plain to any one who fairly estimates the immensity of her undeveloped resources.

Since steam has been applied to commerce and manufactures, the productive coal-fields of Great Britain have been her chief source of strength. These coal fields have been worked for a great number of years, and many of them show symptoms of exhaustion. They are, moreover, insignificant in extent as compared with what this country possesses. The aggregate area of the coal-fields of Great Britain and Ireland is, at most, but 12,000 square miles, while that of the United States is at least 196,000 square miles. The coal area of Canada, mostly in Nova Scotia, is put down at 13,000 square miles.

If the quantity of coal in each given square acre be about the same, then Nova Scotia is richer in coal than Great Britain ever was, and the United States is more than sixteen times as rich. In fact, according to elaborate estimates made by Professor Rogers, the whole of Europe contains but one-twelfth the quantity of coal which exists in this country. The present available quantity in the British Islands is estimated at 190,000 millions of tons, while that of France and Belgium is set down at 95,000 millions.

These facts shows—if coal be a synonym of wealth and power—that the United States will be rich and powerful when the great countries of Europe have passed into decadency, and the future New Zealander, sitting on a broken arch of London bridge, muses on the ruins of St. Paul.

Coal and iron go together. One is, as it were, a factor to the other; without iron coal would lose a large portion of its value; without coal ore would be comparatively worthless. Though unlike they are still nearly related in their range of uses. The iron engine is rendered serviceable through the power which coal supplies, and the iron horse and iron ships are propelled through the force which it develops.

In England, the production of iron—consequent upon the increasing difficulty and cost of producing—is every year becoming more and more expensive. Dear coal in England as well as in every other country, means dear iron, and with dear iron England cannot long maintain her present admitted preeminence in manufactures and the support of a commercial marine.

The rich distribution of iron ores in close proximity to all our great coal measures is a prophetic indication of our future wealth. All history shows that wealth and population gravitate toward centres enriched by the valued presence of coal and iron. No other country is as well supplied as the United States in these twin agencies of wealth, power and population, consequently, no other country will be as wealthy, as populous and as powerful.

Our largest coal-fields is that known as the "Great Appalachian." Passing through Western Virginia, Eastern Kentucky, and Eastern Tennessee, it terminates in Alabama, where it makes its nearest approach to gulf or ocean waters. As yet this great field is comparatively untouched; but it is now attracting attention, and several blast furnaces for the production of iron have already been established, not only on the line of the Chesapeake and Ohio Railroad, but in Alabama, toward the field's most southern extremity.

When the South is supplied with transportation facilities equal to those now existing in Pennsylvania, the coal and iron trade of Alabama will be

a power in this southern land, greatly exceeding that which the coal and iron of the Keystone State are to-day in the land of Penn. The field is in every respect an inviting one. With a genial, healthy climate, generous soil, and unparalleled facilities for the production of iron and other valuable minerals, Alabama must soon command the attention she deserves. New Birmingham and Sheffield will soon spring up within her borders, and new Manchesters, also, for she has all the raw material at command which has built up England's great textile city.

We look forward hopefully to the time when Alabama shall be linked to us by new ties—industrial, social, and commercial—and the whole South shall rejoice at the fullness of her prosperity.—*New Orleans Times.*

Krupp's Cast Steel Works.

The establishment was founded near Essen, in Rhenish-Prussia, in the year 1810. It was conducted by Mr. Alfred Krupp from the year 1820, and in 1848 he became sole proprietor. The works have been gradually developed, until, in January of the present year, they cover a continuous area of about 1,000 acres, of which almost 200 acres are under roof. The total number of men employed in these works, and in the mines and smelting works belonging to the firm, is about 17,000, besides 739 officers and regular employees.

The quantity of cast steel produced in the year 1872 exceeded 125,000 tons. This product consisted of axles, tires, wheels and crossings for railways, rails, springs, and shafts for steamers, machinery of various kinds, boiler-plates, rolls, spring steel, tool steel, guns, gun-carriages, shot, etc. There are in the works now in operation 250 smelting furnaces, 390 annealing furnaces, 161 heating furnaces, 115 welding and puddling furnaces, 14 cupola and reverberatory furnaces, 160 furnaces of other kinds, 275 coke ovens, 264 smiths' forges, 240 steam boilers, besides 70 now in process of construction.

There are, besides this, 71 steam hammers, 286 steam engines, 362 turning lathes, 82 shaping machines, 195 boring machines, 107 planing machines, 42 punching and grooving machines, 32 pressing machines, 63 grinding machines, 31 glazing and polishing machines, and 142 machines of a miscellaneous character.

In 1872 these works consumed, of coal, 500,000 tons; of coke, 125,000; of water, 113,000,000 cubic feet; of gas, 155,000,000 cubic feet, supplied by the gas works of the establishment to 16,500 burners.

To facilitate traffic at the works there are 24 miles of railroad track, of the usual gauge, with 180 sidings and 89 turn-tables, on which run 12 tank locomotives, cylinders 16 inches in diameter, and 580 cars. Six more locomotives are now in process of construction. Ten miles of narrow gauge track (30 inches), with 147 sidings and 65 turn-tables, are also in use. On this track run three locomotives (cylinders six inches in diameter) and 270 cars. Four locomotives of the latter size are now being constructed. Horses are also used on the narrow gauge road. In the carting department there are 191 horses, 272 carts. Communication between the several workshops is established by 30 telegraph stations. A corps of 166 watchmen and a permanent fire brigade of 70 men who also perform police duty, are constantly employed. General supply stores, under control of the firm, supply to the voluntary purchaser belonging to the works, for cash, provisions, clothing, dry-goods, boots, &c., at cost prices. The present

monthly receipts of these stores amount to about \$55,000 in gold, and are continually increasing. This department comprises one hotel, three beer-houses, one seltzer water manufactory, one flour mill, and one bakery, with two steam engines.

The officers inhabit 266 dwellings. A portion of the workmen are housed in 2,943, either inhabited or in course of construction. There are also boarding houses for the unmarried workmen. A hospital containing 100 beds, and one epidemic hospital with 120 beds, are placed under the supervision of physicians especially engaged for the purpose, and afford ample provision for the sick. A sick, burial and pension fund has also been instituted for all the workmen, the firm contributing to the fund half as much as the workmen, and providing pensions and support for those who have been rendered unfit for work, and for the widows of the workmen. The total receipts of this fund for the year 1872 were \$30,000; the expenditures were \$62,500, and the fund in hand at the beginning of 1873 was \$97,400, gold. From another fund members receive for their families free medical treatment on paying 75 cents annually.

The firm has also organized a chemical laboratory, a photographic and lithographic atelier, and a printing and book binding establishment. In the printing office there are two steam and four hand presses in operation.

The five different smelting furnaces belonging to the firm produce, with eleven blasting furnaces, nearly 10,000 tons of pig iron per month. They have 140 coke ovens in operation, and 120 in the course of construction. The steam engines employed in them represent together nearly 10,000 horse power.

The Mississippi River Bridge.

The commission of United States engineers appointed by the War Department to examine and ascertain whether the bridge now in process of construction across the Mississippi river, at St. Louis, will, when finished, obstruct navigation, have made an elaborate report. They find that the bridge, as at present designed, will prove a very serious obstruction to navigation, and as it is impracticable to change the plan of the bridge or raise it, except at enormous expense, they recommend a canal or open cut behind the eastern abutment of the bridge, one hundred and twenty-five feet wide, extending from a point five hundred feet above the bridge to three hundred feet below it, with a draw of the same width. They also recommend that arch trusses like those of this bridge be in future prohibited in plans for bridges over navigable streams.

The Union Pacific Railroad Company sold during the month of September, 1873, 20,230 51-100 acres of land, at an average price of \$6 27 6-10 per acre, amounting to \$126,970 86. Sales averaged 121 86-100 acres to each purchaser. Total sales to Oct. 1, 1873, 799,748 73 100 acres at an average price of \$4 50 per acre, amounting to \$3,595,460 63.

The Boston Water Power Company have within a few days mortgaged their lands and flats west of Parker street and in the full basin to Mr. Nathan Matthews, to secure him for his improvements of the notes of the company. The previous mortgage debt of the company is about \$1,000,000 and the floating debt about \$800,000.

Work upon the Lancaster (Mass.) Railroad has been resumed. About one and a half miles of track are yet to be laid.

Mr. John S. Farlow has been chosen President of the Cincinnati, Sandusky and Cleveland Railroad Company.

This week all the new connections of the Washington street railways will be completed, and both the Metropolitan and the avenue cars will run over permanent routes. The Metropolitan cars will reach the capitol by the south gate, and the avenue cars by the north gate. The Metropolitan line will connect at Rhode Island avenue and Ninth street with the Silver Spring road.

The directors of the Cincinnati and Baltimore Railway Company have filed with the Secretary of State the papers necessary to enable them to build the Storrs branch, from the Eighth Street intersection, Cincinnati, to the yards of the Ohio and Mississippi Railway Company.

RAILROAD IRON.

2,000 tons best Welsh make 56 lbs.
2,000 Extra quality 56 lbs.

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TWO (2) NEW PASSENGER CARS—47 feet long—low price—can be seen at

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Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger—price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

LANSDELL'S Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

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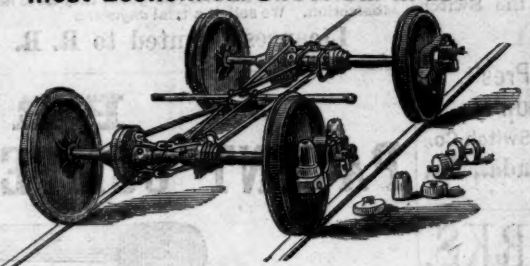
ROOFS,

Turn Tables, Transfer
Tables,

OF IRON AND WOOD.

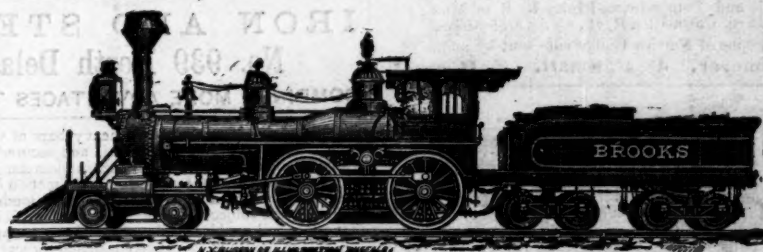
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other roads East and West, and by many of the Pullman
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BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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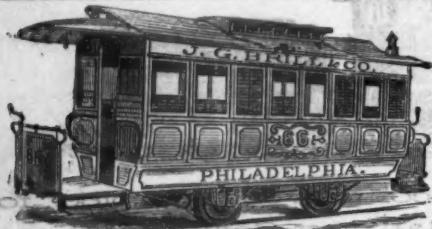
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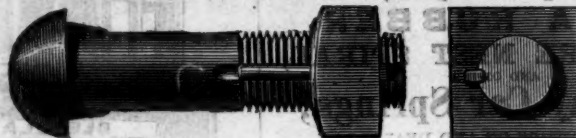
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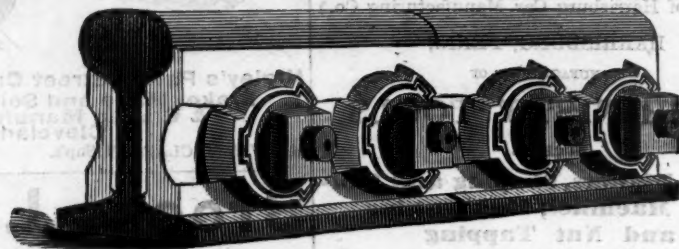
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



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Wrought Iron
RAIL JOINTS,
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The Superiority of these Joints has been proved by eight years' use on different Roads.